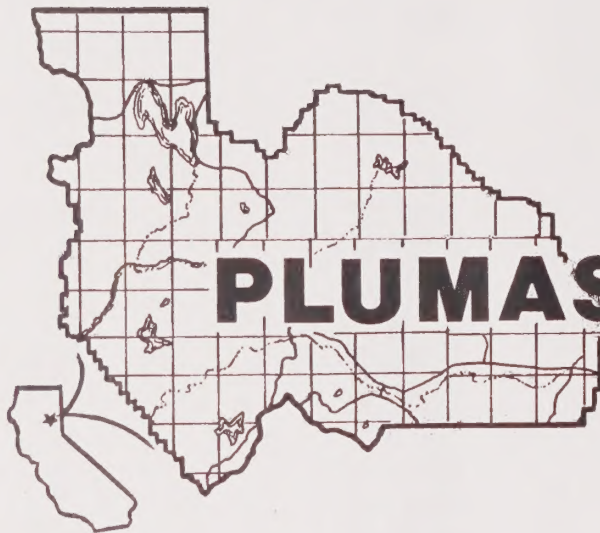


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GENERAL PLAN

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PLUMAS COUNTY

GENERAL PLAN

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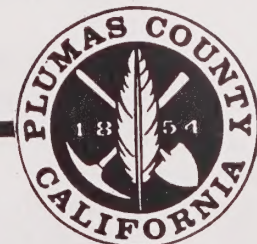


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THESE ARE THE RESULTS OF THE
ANALYSIS OF THE DATA FOR THE
PERIOD 1980-1985. THE
RESULTS ARE AS FOLLOWS:
1. THE FIRST TWO YEARS OF THE
PERIOD WERE CHARACTERIZED BY
A HIGH LEVEL OF ACTIVITY.
2. THE THIRD YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT DECREASE IN
ACTIVITY.
3. THE FOURTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT INCREASE IN
ACTIVITY.
4. THE FIFTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT DECREASE IN
ACTIVITY.
5. THE SIXTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT INCREASE IN
ACTIVITY.
6. THE SEVENTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT DECREASE IN
ACTIVITY.
7. THE EIGHTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT INCREASE IN
ACTIVITY.
8. THE NINTH YEAR WAS
CHARACTERIZED BY A
SIGNIFICANT DECREASE IN
ACTIVITY.
9. THE TENTH YEAR WAS
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PLUMAS COUNTY GENERAL PLAN

ADOPTING AND AMENDING RESOLUTIONS

<u>YEAR</u>	<u>RESOLUTION NO.</u>	<u>DATE ADOPTED</u>
1981	81-3402	February 3, 1981
1983	83-3668	June 14, 1983
	83-3721	December 20, 1983
1984	84-3801	September 11, 1984
	84-3811	October 16, 1984
	84-3831	December 18, 1984
1985	85-3886	June 11, 1985
	85-3935	November 5, 1985
1986	86-3970	January 21, 1986
	86-4012	May 6, 1986
	86-4064	October 14, 1986
1987	87-4123	April 4, 1987
	87-4149	June 2, 1987
	87-4153	June 9, 1987
	87-4180	October 6, 1987
	87-4194	November 10, 1987
1988	88-4270	June 21, 1988
	88-4327	December 13, 1988
1989	89-4364	April 18, 1989
	89-4445	December 5, 1989
1990	90-5007	April 10, 1990
	90-5016	May 1, 1990
1991	91-5237	October 8, 1991
	91-5246	December 3, 1991
1992	92-5319	June 9, 1992
	92-5353	September 1, 1992
	92-5418	December 15, 1992
1993	93-5468	April 13, 1993
	93-5469	April 13, 1993
	93-5483	June 1, 1993

<u>YEAR</u>	<u>RESOLUTION NO.</u>	<u>DATE ADOPTED</u>
1994	94-5587	February 1, 1994
	94-5697	October 4, 1994
1995	95-5746	February 21, 1995
1996	96-5873	March 12, 1996
1997	97-6014	April 1, 1997
	97-6038	June 10, 1997
1998	98-6132	April 7, 1998
1999	99-6246	April 13, 1999
	99-6324	December 7, 1999
2000	00-6428	August 1, 2000
	00-6442	August 15, 2000
2001	01-6600	August 7, 2001
	01-6636	November 6, 2001
	01-6644	December 4, 2001
2002	02-6758	August 6, 2002
	02-6788	November 5, 2002
2003	03-6804	January 7, 2003
	03-6874	June 10, 2003
	03-6874-A	July 8, 2003
	03-6889	July 8, 2003
	03-6934	October 7, 2003
	03-6874-B	November 4, 2003
2004	04-6973	January 6, 2004

INTRODUCTION TO THE GENERAL & SPECIFIC PLAN

Explanation and Use

The Plumas County General & Specific Plan, a single text and area maps, incorporates all the requirements of California Government Code Sections 65300 et seq. and 65450 et seq. The document provides goals relating to protection and utilization of resources, development consistent with service levels, and constraints to development based upon localized situations.

The base land use map establishes resource areas and development areas: Residential, commercial, industrial and multiple family. The maximum density of development is provided with projected population density for each land use category based upon historical evidence of persons per occupied household (1990 Census). The maximum densities may be reduced by the overlaying mitigable constraints described in the text and shown on overlay maps. These mitigable constraints are reflections of goals which must be respected, normally requiring modification in development standards or placement of structures.

Any proposed land use must be compared with the entire general and specific plan to determine if the project is consistent with the basic land use designation and the project as designed does not adversely affect an overlaying constraint. A determination that the project is consistent allows approval by a single agency administrative review process.

In the Plumas County General & Specific Plan, the terms "general plan" and "specific plan" are equivalent and may be used interchangeably.

LOCATION OF ELEMENT COMPONENTS

&

LOCATION OF SPECIFIC PLAN COMPONENTS

LAND USE ELEMENT

I. General and detailed distribution, location and extent of uses of land for housing, business, industry, open space, education, public buildings

and grounds, solid and liquid waste disposal facilities, and areas subject to flooding. Detailed distribution, location, and extent and intensity of major components of sewage, water, drainage, solid waste disposal, energy and other essential facilities. Detailed standards by which development will proceed. The program of implementation measures.

A. Location

1. Housing

General & Specific Plan Text - Page 12, Timber Resources - Diagram Directive.

General & Specific Plan Text - Pages 27 through 30

General & Specific Plan Land Use Maps (Base)

2. Business

General & Specific Plan Text - Page 32

General & Specific Plan Land Use Maps (Base)

3. Industry

General & Specific Plan Text - Page 32

General & Specific Plan Land Use Maps (Base)

4. Open Space

General & Specific Plan Text - Page 14 (density transfers in sensitive soil areas); 15 (density transfers in Important Habitat Areas); 16, 17 (primary flood plains); and 26 (density transfers in Scenic Areas).

5. Public Buildings and Grounds, including major components of sewage, water, drainage, energy and other essential facilities, and Education.

General & Specific Plan Land Use Maps (Base)

6. Solid and Liquid Waste Disposal Facilities, including major components of sewage, solid waste disposal, and other essential facilities.

General & Specific Plan Land Use Maps (Base)

7. Areas Subject to Flooding

Land Use Maps

Constraint Maps

General & Specific Plan Text - Pages 16 and 17

Technical Study

8. Energy

General & Specific Plan Text - Pages 28, 29 and 34

General & Specific Plan Land Use Maps (Base)

B. Extent of Uses

1. Housing

General & Specific Plan Text - Pages 27 - 30 and 35 through 61

2. Business

General & Specific Plan Text - Pages 32

3. Industry

General & Specific Plan Text - Page 32

4. Open Space

General & Specific Plan Text - Pages 15, 16, 17, and 26

5. Public Buildings and Grounds, including major components of sewage, water, drainage, energy and other essential facilities, and Education

As specifically indicated on land use base maps

6. Solid and Liquid Waste Disposal Facilities, including major components of sewage, solid waste disposal, and other essential facilities.

As specifically indicated on land use base maps

7. Areas Subject to Flooding

General & Specific Plan Text - Pages 16 and 17

8. Energy

General & Specific Plan Text - Pages 28, 29 and 34

General & Specific Plan Land Use Maps (Base)

II. Standards for Population Density and Building Intensity and Intensity of Major Components of Essential Facilities.

The table below and each area base land use map, as part of the legend provides the designed population density with the potential number of people within each opportunity area adjusted to reflect the local characteristics (1990 Census) of 2.41 people per occupied household, which designed population density and potential number of people are further adjustable to reflect the local 68% occupancy rate (due to seasonal population).

PLANNED POPULATION DENSITY

DESIGNED POPULATION DENSITY

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
ALMANOR				
Prime Opportunity Area	4,775	19,791	46,707	23,353
2-R	588	1,176	2,775	1,388
3-R	3,506	10,518	24,822	12,411
7-R	456	3,192	7,533	3,767
M-R	225	4,905	11,576	5,788
Prime Expansion Area	35	4	8	4
Suburban Area	377	377	890	445
Agricultural Buffer Area	423	42	100	50
Secondary Suburban Area	786	262	618	309
Rural Area	2,238	224	528	264
Limited Opportunity Area	829	41	98	49
TOTAL	9,463	20,741	48,949	24,474

* Number of potential dwelling units x 2.36 (Almanor average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
CANYON				
Prime Expansion Area	0	0	0	0
Suburban Area	0	0	0	0
Agricultural Buffer Area	0	0	0	0
Secondary Suburban Area	525	175	352	215
Rural Area	0	0	0	0
Limited Opportunity Area	895	45	90	55
TOTAL	1,420	220	442	269

* Number of potential dwelling units x 2.01 (Canyon average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
INDIAN VALLEY				
Prime Opportunity Area	583	3,284	8,045	6,839
2-R	238	476	1,166	991
3-R	109	327	801	681
7-R	180	1,260	3,087	2,624
M-R	56	1,221	2,991	2,542
Prime Expansion Area	469	47	115	98
Suburban Area	393	393	963	818
Agricultural Buffer Area	1,180	118	289	246
Secondary Suburban Area	5,853	1,951	4,780	4,063
Rural Area	2,922	292	716	609
Limited Opportunity Area	2,291	115	281	239
TOTAL	13,691	6,199	15,189	12,910

* Number of potential dwelling units x 2.45 (Indian Valley average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
AMERICAN VALLEY				
Prime Opportunity Area	1,404	6,515	16,288	13,519
`2-R	1,021	2,042	5,105	4,237
`3-R	33	99	248	205
`7-R	220	1,540	3,850	3,196
M-R	130	2,834	7,085	5,881
Prime Expansion Area	187	19	47	39
Suburban Area	2,428	2,428	6,070	5,038
Agricultural Buffer Area	1,168	117	292	242
Secondary Suburban Area	3,126	1,042	2,605	2,162
Rural Area	812	81	203	168
Limited Opportunity Area	2,249	112	281	233
TOTAL	11,374	10,314	25,785	21,402

* Number of potential dwelling units x 2.50 (American Valley average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
MIDDLE FORK				
Prime Opportunity Area	150	550	1,238	260
`2-R	0	0	0	0
`3-R	125	375	844	177
`7-R	25	175	394	83
M-R	0	0	0	0
Secondary Suburban Area	1,013	338	760	160
Rural Area	600	60	135	28
Limited Opportunity Area	1,202	60	135	28
TOTAL	3,115	1,558	3,505	736

* Number of potential dwelling units x 2.25 (Middle Fork average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
MOHAWK				
Prime Opportunity Area	1,880	9,791	22,420	11,659
`2-R	407	814	1,864	969
`3-R	859	2,577	5,901	3,069
`7-R	472	3,304	7,566	3,934
M-R	142	3,096	7,089	3,686
Prime Expansion Area	882	88	202	105
Suburban Area	1,463	1,463	3,350	1,742
Agricultural Buffer Area	109	11	25	13
Secondary Suburban Area	4,012	1,337	3,062	1,592
Rural Area	1,884	188	431	224
Limited Opportunity Area	2,846	142	326	169
TOTAL	13,076	13,021	29,817	15,505

* Number of potential dwelling units x 2.29 (Mohawk average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
SIERRA VALLEY				
Prime Opportunity Area	228	1,373	3,487	2,929
`2-R	89	178	452	380
`3-R	0	0	0	0
`7-R	124	868	2,205	1,852
M-R	15	327	831	698
Prime Expansion Area	350	35	89	75
Suburban Area	3,947	3,947	10,025	8,421
Agricultural Buffer Area	4,900	490	1,245	1,045
Secondary Suburban Area	5,733	1,911	4,854	4,077
Rural Area	3,479	348	884	742
Limited Opportunity Area	5,520	276	701	589
TOTAL	24,157	8,380	21,285	17,879

* Number of potential dwelling units x 2.54 (Sierra Valley average population per household, 1990 Census)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
LAST CHANCE				
Prime Opportunity Area	0	0	0	0
`2-R	0	0	0	0
`3-R	0	0	0	0
`7-R	0	0	0	0
M-R	0	0	0	0
Prime Expansion Area	0	0	0	0
Suburban Area	0	0	0	0
Agricultural Buffer Area	440	44	88	3
Secondary Suburban Area	0	0	0	0
Rural Area	2,800	280	560	17
Limited Opportunity Area	7,040	352	704	21
TOTAL	10,280	676	1,352	41

* Number of potential dwelling units x 2.00 (Last Chance average population per household, 1980 Census, 1990 Census Population = 0)

	APPROXIMATE ACREAGE	POTENTIAL DWELLING UNITS	POTENTIAL* POPULATION	POTENTIAL POPULATION ADJUSTED FOR OCCUPANCY
COUNTY				
Prime Opportunity Area	9,020	41,303	98,185	58,558
`2-R	2,343	4,686	11,363	7,965
`3-R	4,632	13,896	32,616	16,544
`7-R	1,477	10,339	24,635	15,455
M-R	568	12,382	29,571	18,595
Prime Expansion Area	1,923	192	461	320
Suburban Area	8,608	8,608	21,298	16,465
Agricultural Buffer Area	8,220	822	2,038	1,599
Secondary Suburban Area	21,048	7,016	17,031	12,578
Rural Area	14,735	1,474	3,457	2,053
Limited Opportunity Area	22,872	1,144	2,616	1,384
TOTAL	86,576	61,109	146,324	93,217

Building intensities are provided within the text for each opportunity area by limiting lot sizes and residential units per acre.

Additional direction is provided on the land use maps, which require further standards to be consistent with the local fire jurisdiction's capability. Lot coverage, building height, building spacing, types of building and uses permitted shall be specifically established by the zoning enabling ordinance, which standards shall be based upon consideration of fire fighting capability, aesthetics, drainage conditions public safety, public health and other pertinent factors.

The development standards control the intensity of essential facilities. The distribution of opportunity areas, partly determined by these facilities, guides the distribution and location of new facilities, while the development standards ensure that new facilities will be of the extent and intensity needed.

OPEN SPACE ELEMENT

I. Plans and measures for the preservation and protection of open space. Standards for the conservation, development and utilization of natural resources.

A. Natural Resources Preservation

General & Specific Plan Text - Page 15

General & Specific Plan Constraint Maps (and Wildlife)

General & Specific Plan Text - Page 15 (Wetlands)

B. Natural Resources Production

General & Specific Plan Text - Pages 12, 13, and 15

General & Specific Plan Land Use Maps (Base)

C. Outdoor Recreation

General & Specific Plan Text - Page 33 General & Specific Plan

Land Use Maps (Base)

D. Public Health and Safety

General & Specific Plan Text - Page 14 (Soils)

Sensitive Soils Constraint Map

General & Specific Plan Text - Pages 16 and 17 (Flood)

General & Specific Plan Land Use Maps (Base)

II. Local Action Plan and Program of Implementation Measures

A. Natural Resources Preservation

General & Specific Plan Text (Land Use Management) - Page 15

B. Natural Resources Production

General & Specific Plan Text (Land Use Management) - Pages 12 and 13

C. Outdoor Recreation

General & Specific Plan Text (Land Use Management) - Page 33

D. Public Health and Safety

General & Specific Plan Text (Land Use Management) - Pages 14 (Soils); 16 and 17 (Flood)

III. Inventory of Open Space Areas

A. Natural Resources Preservation

General & Specific Plan Text - Page 15

General & Specific Plan Constraint Map (Wildlife)

General & Specific Plan Text - Page 15 (Wetlands)

B. Natural Resources Production

General & Specific Plan Text - Pages 12 and 13

General & Specific Plan Land Use Maps (Base)

C. Outdoor Recreation

General & Specific Plan Text - Page 33

General & Specific Plan Land Use Maps (Base)

D. Public Health and Safety

General & Specific Plan Text - Page 14 (Soils)

Sensitive Soils Constraint Map

General & Specific Plan Text - Pages 16 and 17 (Flood)

General & Specific Plan Land Use Maps (Base)

SEISMIC SAFETY ELEMENT

I. Identification of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failure or to effects of seismically induced seiches. Detailed standards by which development will proceed. The program of implementation measures.

General & Specific Plan Text - Page 16

Constraint Map

Technical Study

II. Mudslide, landslide, and slope stability

General & Specific Plan Text - Page 16

Constraint Map

Technical Study

III. Appraisal of Seismic Hazards

Report on the Land Use Constraint Mapping Program (Technical data incorporated by reference)

SCENIC HIGHWAY ELEMENT

Development, establishment and protection of scenic highway corridors.

Appendix I, Plumas County General Plan Scenic Areas Text, expands and provides the standards for development and implementation program generally discussed on Page 20 of the General & Specific Plan Text.

I. Establishment

Scenic Areas Text

General & Specific Plan Land Use Maps (Base)

II. Regulations of Land Use Density
General & Specific Plan Land Use Maps (Base)

III. Land and Site Planning

Scenic Area Text

IV. Control of Outdoor Advertising
Scenic Area Text

V. Control of Earthmoving and Landscape, and the Design and Approval of Structures and Equipment

Scenic Area Text

HOUSING ELEMENT

Conformance with State Housing and Community Development, implementation program.

Approved by Housing and Community Development October 19, 1984.

Adopted revision approved by Housing and Community Development September 15, 1993.

NOISE ELEMENT

I. Quantified community noise environment in terms of noise exposure contours for both near and longterm levels of growth and traffic activity.

General & Specific Plan Text Noise
- Pages 18 through 25

Constraint Map

II. Sources of environmental noise from highways, freeways, County roads, railroads, airports, local industrial plants and others.

General & Specific Plan Text Noise
- Pages 18, 19 and 20

Land Use Maps (Base)

Constraint Map

III. Mitigation Measures and implementation program.

General & Specific Plan Text Noise
- Page 25

IV. Integration and implementation program.

The mitigation measures on Page 25 establish specific guidance for zoning and land use.

The mitigation measures on Pages 18, 19, 20 and 21 establish specific guidance for circulation (traffic activity and roads).

SAFETY ELEMENT

Protection of the community from fires and geologic hazards, with implementation measures, including features necessary for such protection as:

I. Evacuation Routes.

General & Specific Plan Text - Pages
16 and 17

II. Peak Load Water Supply Requirements.

General & Specific Plan Text - Pages
16, 17, 27 and 28 (Peak water supply requirements).

III. Minimum Road Widths.

General & Specific Text - Page 16

IV. Clearances Around Structures.

General & Specific Plan Text -
Page 16

V. Geological Hazard Mapping.

Constraint Map

VI. Geological Hazard Mitigation.

General & Specific Plan Text -
Page 16

CONSERVATION ELEMENT

Utilization, conservation and development of natural resources which include:

I. Water and Its Hydraulic Forces.
General & Specific Plan Text - Page
13

II. Forests.

General & Specific Plan Text - Pages
12 and 27

General & Specific Plan Land Use Maps
(Base)

III. Soils.

General & Specific Plan Text -
Page 14

General & Specific Plan Land Use
Maps (Base)

IV. Rivers and Other Waters.

General & Specific Plan Text - Page
14

Constraint Map

V. Wildlife.

General & Specific Plan Text - Page 15

Constraint Map

VI. Minerals.

General & Specific Plan Text - Pages 13 and 27

Land Use Maps (Base)

VII. Agriculture.

General Plan & Specific Plan Text - Pages 13, 27, and 29

Land Use Maps (Base)

CIRCULATION ELEMENT

I. Inventory. An inventory and data analysis is contained in Appendix III .

II. Regional Transportation Plan and State Transportation Improvement Plan

III. General location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities. Discussion General & Specific Plan Text - Page 31 Land Use Maps (Base)

IV. Implementation

Appendix II

General and Specific Plan Text - Pages 13, 16, 17, 19, 27 - 31.

The Plumas County General & Specific Plan establishes both opportunities for development and constraints against development.

Four different "constraints" are provided for. They are:

1. Resource production, which includes:

- a. Agricultural production areas
- b. Important timber resource areas
- c. Prime mining resource production areas
- d. Hydraulic forces of water
- e. Resource transportation

2. Natural resources, which include:

- a. Sensitive water areas
- b. Sensitive soils areas
- c. Wildlife

3. Safety, which includes:

- a. Geologic hazards
- b. Fire hazards
- c. Flood hazards
- d. Airports
- e. Waste hazards
- f. Noise

4. Scenic areas

Definitions of each of these "constraints" are established in the general & specific plan.

These constraints are divided into two categories: Those for which it has been decided, depending on the facts of a particular case, that there might be feasible and desirable "mitigations" which, when used, could permit development. These are called "potentially mitigable constraints." The second type of constraints are those for which it has been decided that either there are no possible mitigations, or if they do theoretically exist, it has been decided that they are not desirable. These are called "nonmitigable constraints."

The constraints are broken down into these sub-categories below:

Potentially Mitigable Constraints

Sensitive water areas
Soils
Wildlife
Geologic hazards areas
Fire hazards
Flood hazards
Airports
Waste hazards
Noise
Scenic areas

Non-Mitigable Constraints

Agricultural production areas
Important timber resource areas
Prime mining resource production
Hydraulic forces of water
Resource transportation

In addition to designating certain areas in the County as constraint areas, the general & specific plan also designates certain areas as "opportunity areas." Opportunity areas are divided into three "subcategories": Prime, moderate and limited.

But all three share two things in common. First, they do not lie in an area that has a non-mitigable constraint. Second, the people of Plumas County, through their elected representatives, have decided that they want development in these areas. The extent of development to be permitted depends on which subcategory the land falls into, i.e., prime, moderate or limited. Permitted densities and intensities for each type of opportunity area are set forth in this general & specific plan. The general & specific plan planned maximum population density is based upon a historical pattern of 2.41 persons per occupied household considering full occupancy. The historical occupancy rate is 68% County-wide.

Certain standards for development are also set forth. These standards relate principally to the availability of governmental services and the quality of the roads. Higher densities and intensities of development require better governmental services and better roads.

It is important to understand that opportunity areas are those areas where the County has decided to grow. The development standards contained herein are not definitions of what constitutes an opportunity area. In other words, the County may decide that it wants to limit growth in a certain area, even though good roads and governmental services already exist. Therefore, a piece of land will not be automatically redesignated as a higher kind of "opportunity area" simply because an applicant is willing to provide the roads and services. In this way, growth will occur where the County wants it to occur, and not where it doesn't want it to occur.

Certain lands will have a potentially mitigable constraint "overlying" an

opportunity area. In these cases, any proposed development must conform not only to the development standards applicable to the opportunity area, but it must conform to the mitigations required by the overlaying constraint, as well. If, in a particular case, the proposed development cannot conform to the mitigations, the development will not be permitted.

These "mitigations" are the policies found under the heading of "land use management" in each of the sections of the general & specific plan dealing with a particular constraint. In certain cases, there will be more than one constraint overlaying the same piece of land. All mitigations required by each constraint must be adhered to in these cases. In certain cases, the combination of mitigable constraints will be impossible to comply with, thus precluding development.

In addition to constraints and opportunities, this general & specific plan includes some additional policies that are neither opportunities nor constraints. These relate to transportation, commerce, industry, historical areas, design review, recreation, housing and energy.

Definition of Development

Where the term "development" is used, it shall mean lot creation. In specific instances where lots are not created due to alternative methods of subdivision (i.e. condominiums), such activity shall be considered "development". Utilization of a parcel in Prime Opportunity areas, except single family residential land uses, shall be considered "development."

Definition of Diagram Directive

The term "Diagram Directive" as used in the general & specific plan text means that a certain issue be specifically identified on the land use or constraint maps. Once identified these topics will be periodically reviewed and amended as community values change or new information becomes available which would clarify an original conclusion.

Density Transfers

Under certain land use management portions of this General & Specific Plan, the term "density transfers" is used. A density transfer permits the redistribution of lot sizes and building sites.

Density transfer is a mitigation which cannot be used to increase density in nonmitigable constraint (Resource Production) areas.

Transfer of density into an Agricultural Buffer Area is contrary to the purpose as a buffer to an Agricultural Production Area needed to separate inherently incompatible uses. Density transfer within an Agricultural Buffer area may be possible.

When a density transfer results in the maximum density of an opportunity area being exceeded, the development standards applicable to that opportunity area shall be of the densest opportunity area from which any of the density is derived.

Relationship to the City of Portola

The City of Portola is the only incorporated city within Plumas County. Integrated into the general & specific plan adoption process was a constant respect for the City's Sphere of Influence. The Sphere was the guiding factor in determining prime expansion areas around the City which will preserve lands in large ownerships to facilitate development upon annexation.

NON-MITIGABLE CONSTRAINTS RESOURCE PRODUCTION

Goal

Identify and protect for present and future utilization commercially viable resource production areas with safeguards for the surrounding lands and the environment.

Land Use Management

Minimum parcel sizes required in Resource Production Areas are, in part, an implementation of the commercial viability provision at the Resource Production goal and are non-mitigable and irreducible.

AGRICULTURAL PRODUCTION AREAS

Agricultural Preserves

Diagram Directive

Identify areas which are suitable for inclusion within "agricultural preserves" as defined by the Williamson Act (Stats. 1965, ch. 1443, as amended. Currently codified as Govt. Code Sec. 51200, et seq), which include lands of at least 80 acres in size having arable soils (Land Capability Unit I through IV) as determined by the U.S. Soil Conservation Service, and which include adjacent nonarable grazing lands with a carrying capacity of 8 acres per Animal Unit Month if larger than 20 acres and employed for cattle operations within the ranch unit. Require soils and grazing studies for the entire property.

Land Use Management

Require minimum parcel sizes consistent with the Williamson Act requirements for those lands identified as suitable for inclusion.

Important Agricultural Areas

Diagram Directive

Identify "important agricultural areas." Important agricultural areas shall be identified by considering soil type (i.e., fertility), water availability, length of growing season, and the pattern of large parcel sizes. Important agricultural lands include lands having arable soils and being at least 20 acres in size. This includes range lands with a carrying

capacity of 8-acres animal month as well as irrigable lands. Important agricultural lands shall not include lands identified as suitable for inclusion within the Williamson Act.

Land Use Management

Require minimum parcel sizes of 40-acres in important agricultural areas.

Lands designated as "important agricultural" solely based upon range land criteria shall be appropriately redesignated by General Plan Amendment upon a verified analysis showing incorrect carrying capacity data when originally designated.

TIMBER RESOURCE AREAS

Diagram Directive

Identify "important timber resource areas." These shall be those areas classified as Site I, II and III under the Dunning Timber Site Classification System. Timber Sites IV and V may be identified as important timber resource areas if they are part of a timber management unit. Timber Site III may be identified as an opportunity area if it is not part of a timber management unit, not in TPZ, and if it is accessible by a maintained year-round public road and if it can be shown that the economic, social and environmental benefits of development are greater than the benefit that would be derived from leaving the land in timber production. Timber Site I, II and III lands, which are within one mile of an area serviced by all the services required for prime opportunity areas and are not designated TPZ, may be designated opportunity areas. If the majority of a land ownership is within the above referenced mile, the remainder of the property may be included in the opportunity area.

Land Use Management

Require minimum parcel sizes of 40 acres in important timber resource areas.

MINING

Diagram Directive

Identify "prime mining resource production areas." These are defined as those areas where accessibility, surrounding land uses, and environmental setting will permit extraction of materials without major adverse environmental impacts. Prime mining resource production areas include geothermal resources. Visual impacts of the operation will be a consideration in identifying prime mining resource production areas.

Land Use Management

Permit the extraction of materials and geothermal development from prime mining resource production areas through a permit process that provides for a case-by-case administrative review. The administrative review process may involve public notice, and shall contain conditions of approval necessary to mitigate adverse environmental impacts. In the event that certain impacts cannot be fully mitigated, the activity may still be permitted upon a finding of greater social or economic benefit to the County.

Within prime mining resource production areas, permit no use of the land which will preclude the use of the land for extraction of materials. Extraction of mineral resources including geothermal resources and hydraulic forces of water, shall not necessarily be limited to prime mining resource production areas.

HYDRAULIC FORCES OF WATER

Goal

To encourage the utilization of water for hydroelectric generation as a resource use to meet the energy and economic needs of the County which shall be permitted in prime mining resource production areas and may be permitted in all other land use areas.

To insure that hydraulic facilities protect constraint areas and off-site opportunity areas.

Land Use Management

Permit hydroelectric generation facilities through a permit process that provides for a case-by-case administrative review. The administrative review process shall impose conditions of approval necessary to mitigate adverse environmental and social impacts and, for the establishment of hydroelectric generation facilities in non-prime mining resources production areas, shall involve public notice.

Establishment of hydroelectric generation facilities must respect and protect the integrity of the opportunity and constraint areas where it is established.

Establishment of dams, impoundment facilities, pipelines, hydroelectric facilities, and related structures shall not be considered "building construction" as used in the General Plan, primary flood hazard areas, and not subject to building exclusion provisions required within scenic corridors. The specific standards for land development and specific land use protection measures established within each planning unit (See Appendix I, Scenic Areas) shall be addressed in the administrative review process. Where economically feasible, such standards and measures shall be complied with.

Allow the establishment of hydroelectric facilities where such will not adversely alter off-site historical flood patterns.

RESOURCE TRANSPORTATION

Diagram Directive

Identify "resource transportation routes." Resource transportation routes are those roads which provide primary access to timber and mining resource areas.

Land Use Management

Protect resource transportation routes by requiring development to provide alternate access routes, limited access or otherwise ensure continued access to resources.

Land Use Management

Permit no building construction in primary flood hazard areas.

Permit alteration, channelization, and diversion or land filling of secondary flood hazard areas where such changes will not adversely alter off-site historical flood patterns, where such alterations are necessary to accommodate nonhabitable structures. Permit alteration, channelization, diversion, or land filling of flood hazard areas for the protection of existing developments.

Surface mining, reclamation and prospecting or exploration activities, consistent with the provisions of the Surface Mining and Reclamation Act of 1975, to also include prospecting or exploration or exploration activities in a total amount of less than 1,000-cubic yards in any one location of one acre or less, which does not adversely alter off-site historical flood patterns, shall not be considered alteration, channelization, diversion or land filling in Prime Mining Resource Production Area.

AIRPORTS

Goal

Preserve the viability and utility of the existing airports within Plumas County. Prevent incompatible uses which may restrict the planned use of the facilities.

Plumas County airports are intended to provide utility runways with visual approaches only.

Diagram Directive

Identify the airport zone of influence. The zone of influence shall be that land which is reasonably calculated to be exposed to noise, created by aircraft anywhere in the standard airport traffic pattern, of 60 CNEL or greater any time within five years after the date of this General Plan becomes effective. Iden-

tify horizontal, conical, primary, transitional and approach surfaces, as defined by the Federal Aviation Administration.

Land Use Management

Maintain airport "surfaces" free of manmade obstructions and preclude development which has historically proved to restrict the operations of the airport or may be hazardous to the occupants due to its proximity to the runway surface.

Residential development and uses concentrating people shall not be allowed within the zone of influence of an airport.

WASTE HAZARDS

Diagram Directive

Identify sites contaminated with hazardous waste which include active, abandoned or closed mines; closed landfills; leaking underground tanks; or other areas where soils may have become saturated or otherwise contaminated with toxic or hazardous materials.

Land Use Management

Limit the density and intensity of development in areas of contaminated soils or other hazardous waste hazards to the levels needed to eliminate hazards to the public health and safety. Require detailed engineering studies and mitigation measures before approving development within an area of contaminated soils so as to preclude hazards to public health, safety and general welfare.

MITIGABLE CONSTRAINTS NATURAL RESOURCES

Goal

Provide development opportunities while preserving, for continued utilization, the natural resources of Plumas County on a County-wide basis.

SENSITIVE WATER AREAS (LAKES, RIVERS AND STREAMS)

Diagram Directive

Identify "sensitive water areas" which shall include important fish and wildlife habitat, surface waters and watersheds which are sources of water supplies, and recreation water areas.

Land Use Management

Require erosion control and runoff evaluation for all developments so as to ensure maintenance of water quality and fish and wildlife habitat.

Require developments within sewer districts to connect to the community sewer system.

In the event that there is not sufficient excess capacity within the community sewer systems to accommodate the proposed development or adequate safeguards to preclude discharge into sensitive water areas and to meet the district's other commitments, individual sewer disposal systems (septic tanks) can be permitted if the local health standards and the standards of the State Water Quality Control Board can be met. In the event individual disposal systems are permitted, "sewer easements" shall be required. The requirement for sewer easements can be waived if it is determined that, by virtue of topography or other circumstances, there is no possible need for leaving open options for extending sewer lines through the development to serve other lands in the future.

SENSITIVE WATER AREAS CRITICAL WATER SUPPLIES

Diagram Directive

Identify known "critical water supplies." The designation of critical water supply shall be based on an existing or potential overdraft. Critical water supplies include subsurface and surface waters.

Land Use Management

In agricultural areas, require those non-agricultural uses which are large water users to use water other than "critical water supplies," if such an alternative is available. If no such alternative is available, require nonagricultural users to provide a reclamation plan which will regenerate the water supply source without loss of water quality or water quantity. Limit development to preclude overdraft of groundwater sources where such potential has been determined.

SOILS

Diagram Directive

Identify unstable slopes and "sensitive" soils areas. Sensitive soils areas shall be designated on the basis of erosion potential and/or high groundwater levels and/or lack of suitability for septic tank usage where community sewers are not available.

Land Use Management

Limit the intensity and density of development on unstable slopes and sensitive soils areas to the levels needed to eliminate hazards to public health and safety.

Permit density transfers as a means of limiting the intensity of development on unstable slopes and sensitive soils areas.

A runoff evaluation and erosion control plan shall be prepared by an engineer for erosion potential areas. The runoff evaluation and erosion control plan shall provide mitigations which preclude hazards to public health, safety and general welfare.

WILDLIFE

Diagram Directive

Identify "important wildlife habitats." "Important wildlife habitats" are those areas within the geographic range that provide all three of the essential habitat components (food, water, and shelter) in high quality where a species is found. If the general geographic range where a species is found is limited, the entire range may be identified as an "important wildlife habitat." If a certain species is in limited abundance, including but not limited to endangered species, the entire range where this species is found may be classified as an "important wildlife habitat."

Identify "important wildlife migration routes."

Important Wildlife Habitat Areas

Land Use Management

Restrict the density and intensity of development in important wildlife habitat areas to the extent needed to avoid significant interference with the habitat. These restrictions shall include, but not necessarily be limited to, large parcel sizes, building setback lines, and open space corridors.

Within Important Wildlife Habitats, require on-site analysis and incorporation of all necessary mitigation measures into project design. In all other areas, adopt mitigation measures unless overriding social or economic factors are identified.

Within the Lake Davis Deer Fawning Area, establish a 20-acre minimum parcel size until a compensating area is provided, whether naturally or artificially, within the Lake Davis subunit range.

Require developments to retain or replace streamside vegetation along

stream corridors which provide important habitats for fish and wildlife.

The diversion, concreting or by other means reestablishing or changing the course of stream corridors which provide important habitats, shall not be permitted for the purpose of facilitating new developments. This policy is not intended to affect the cleaning of stream channels to avoid the flooding or erosion of existing developed lands.

Permit density transfers as a means of limiting the intensity and density of development in important wildlife habitats.

Important Wildlife Migration Routes

Land Use Management

Prohibit substantial interference with important wildlife migration routes.

Permit density transfers as a means of protecting important migration routes and habitats where such transfers will not adversely affect the adjacent important wildlife area due to spill-over effect.

Significant Wetlands

Diagram Directive

Identify "significant wetlands." Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

Land Use Management

Prohibit alteration of the natural characteristics of wetlands by any activity.

MITIGABLE CONSTRAINTS
SAFETY
(INCLUDING GEOLOGIC, FIRE, FLOOD
HAZARDS)

Goal

Insure that the location, density, and intensity of development is done so as to achieve reasonable safety from natural and man-made hazards, and that natural resources are protected.

GEOLOGIC HAZARDS

Diagram Directive

Identify "areas of unstable geologic conditions," which include: Active faults, landslides, and areas of potential ground failure (liquefaction, mudslides, and subsidence).

Land Use Management

Limit the density and intensity of development in areas of unstable geologic conditions to the levels needed to eliminate hazards to public health and safety.

Require detailed engineering studies and mitigation measures before approving development within an area of unstable geologic conditions so as to preclude hazards to public health, safety, and general welfare.

Require a minimum of two roadway access points, each maintained on a year-round basis by either the County or the State. Limit the steepness of roadway grades and the length of dead-end streets and cul-de-sacs to levels required to ensure reasonable public safety.

Provisions for two access points may be part of an overall precise planned roadway alignment; however, where the two access points are to be provided in the future, interim provisions must be acceptable to the responsible fire authority.

FIRE HAZARDS

Adopt regulations implementing and having the same practical effect as the SRA Fire Safe Regulations. Peti-

tion the California Board of Forestry for certification.

County-wide Minimum Road Standards

The following minimum road standards shall apply to all roads in the County, both publicly and privately maintained:

Roads providing access to two or more lots shall conform to a two-lane County standard not less than a 16 foot traveled way.

Bridges

Bridges shall be designed for 80,000 pound vehicle load.

Street signs and address

All access roads shall be marked with an approved sign. All lots shall be identified by an address.

Structural fire protection

All developments within the service boundaries of an entity which provides structural fire protection may be required to make contribution to the maintenance of the existing level of structural service proportionate to the increase in demand for service resulting from the development.

FLOOD HAZARDS

Diagram Directive

Identify "primary flood hazard areas" to include all areas in design flood ways (channels) and areas with a floodplain depth of three feet or more, or one foot to three feet if the velocity is greater than five feet per second.

Identify "secondary flood hazard areas" to include all areas outside the design flood way with a floodplain depth between one foot and three feet. Omit areas with a floodplain depth of less than one foot from flood hazard designation.

MITIGABLE CONSTRAINTS NOISE HAZARDS

Goal

Insure that the location, density, and intensity of development within both prime and moderate opportunity areas is done so as to achieve reasonable safety from noise hazards and that "noise sensitive areas" are protected.

areas to the levels needed to eliminate or mitigate noise hazards to public health and general welfare. Protect "prime industrial areas" from encroachment by noise sensitive areas.

MAJOR NOISE GENERATION SOURCES

Diagram Directive

Identify "major environmental noise generation sources" to include, but not be limited to: State highways, freight on-line railroad operations, County airports, and local industrial plants (i.e., sawmills, rockcrushers). These sources are defined as those above noted land uses whereby the immediate community noise equivalent level (CNEL) meets or exceeds 60 decibels.

Noise Sensitive Areas

Diagram Directive

Identify "noise sensitive areas" to include: Rest homes, long-term medical facilities, hospitals and schools.

Land Use Management

Limit the density and intensity of development within noise sensitive

NOISE SOURCE IDENTIFICATION

Plumas County highways, primary arterials and major local streets carry relatively low traffic volumes. Highway 70 between Portola and Lassen County presently carries the greatest traffic volume for any State highway within the County. County roads can be classified into three categories (arterials, collectors and minor) with the greatest volumes being carried on arterials and collectors.

Due to the limited traffic volume, a single theoretical noise contour has been applied to State highways and County arterials and collector roads. These contours were field checked and proved to be accurate for the highest volume road sections. A future General Plan revision will refine this data causing a reduction in the extent of the noise impact due to specific determinations of traffic volumes and on-site noise evaluation.

NOISE CONTOURS - STATE HIGHWAYS

Route	Limits	Autos (AADT)	Trucks	Heavy Trucks*	Ldn
36	Tehama County to Rte 89	1,250	126	49	(1)
36	Rte 89 to Lassen County	1,550	214	83	(2)
49	All	750	277	130	(2)
70	Butte County to Junction 89 North	1,250	233	117	(2)
70	Junction 89 to Portola	3,000	209	50	(1)
70	Portola to Lassen County	3,000	258	100	(2)
89	Sierra County to Junction 70	705	100	49	(1)
89	Junction 70 to Junction 147	1,325	87	35	(1)
89	Junction 147 to Junction 36	1,000	136	55	(1)
147	Junction 89 to Lassen County	940	93	30	(1)
284	Junction Rte 70 to Frenchman	260	0	0	(1)

*Included in truck count.

- (1) For these segments, use 65 db within 100-ft. of the roadway and 60 db or less beyond 100-ft.
- (2) For these segments, use 70 db within 100-ft. of the roadway, 65 db between 100- and 200-ft. of the roadway and 60 db or less beyond 200-ft. of the roadway.

**Plumas County Roads:
Primary Arterials and Major Local
Street**

County roads presently can all be classified as Level (1) or less roadways in conformance with the standards provided by California Department of Transportation. Level (1) roads with contour intervals as provided above: Projected increases in traffic volumes over a 5-year period are not expected to increase the noise impact to qualify as a Level (2) roadway.

Railroad Lines

Plumas County is served by the Union

Pacific, Quincy and Almanor Railroad lines. Daily traffic on the Quincy and Almanor rail lines consist of a limited number of trains per day. This volume creates minimum noise impacts. The Union Pacific Railroad bisects the County with a main line generally following State Highway 70 from east to west. A second line (north-south) is provided between Keddie and the County line at Westwood.

Traffic volumes along these rail lines average 8 trains per day.

The generalized noise contour determined by spot measurements is provided below:

Railroad Contour Line Distances

	<u>Mainline</u>	<u>Spur</u>
60 dbLdn	600-ft.	300-ft.
65 dbLdn	360-ft.	180-ft.
70 dbLdn	200-ft.	80-ft.

Airports

Plumas County has three utility airports with visual approach capability. The 5-year projected *60 db contour has been established on the General Plan Land Use Maps. This contour designation is identified as the airport "zones of influence." Residential development and uses concentrating people are prohibited within the zone.

Local Industrial Noise Sources

Major stationary noise sources in Plumas County consist of sawmills, resource production facilities, and railroad yards. Secondary noise generators are those various activities located in existing industrial areas. Throughout the County temporary wood and gravel processing operations are established as the need arises.

An evaluation of the noise impacts of sawmill activities shows great

variation from site to site. These inconsistencies are caused by building location and on- and off-site natural characteristics. The tree cover surrounding Sloat and Chester reduces off-site noise versus the Quincy facilities which are located in the middle of American Valley.

Due to the variables involved in industrial operations, the maximum measured contour should be applied to industrial lands thus ensuring all opportunities for development.

Temporary and portable industrial operations such as wood processing and gravel recovery must be considered on an individual basis. These facilities,, when located within a prime mining or important timber area, will generally not impact adjacent lands. Locations outside the specified areas may severely impact adjacent land uses and life styles necessitating the institution of mitigative measures.

EXPOSURE TO NOISE CONTOURS

Plumas County General Plan Land Use Maps provide noise contours for the industrial land use areas. These contours have been adjusted to respect the existing noise sensitive land uses. Industrial areas which are affected by noise sensitive areas shall be limited with respect to noise allowing all industrial uses provided the industrial use can mitigate those impacts.

NOISE SENSITIVE AREAS

Noise sensitive uses include: Schools, hospitals, convalescent homes. These uses are designated on the General Plan Land Use Maps.

ACCEPTABLE AMBIENT NOISE LEVEL

Plumas County has developed and plans to continue developing within specific density patterns. These areas are defined as Prime, Moderate and Limited Opportunity. Table I provides the ambient outside noise levels within each subclassification which are acceptable to the residences and occupants. These levels are expressed in dbA levels and should be updated to Ldn standards prior to utilization of those noise levels for enforcement or comparison purposes.

STANDARDS

The California Office of Noise Control has established a recommended standard for community noise environment. See Table II. These standards are consistent with the existing Plumas County environment.

TABLE I
 AMBIENT OUTSIDE NOISE LEVELS

<u>AREA</u>	<u>AVG dba</u>	<u>RANGE</u>	<u>REASON FOR RANGE</u>
Core Commercial	75		
Periphery Commercial	66	63-70	Proximity to highway.
Convenience Commercial	60		
Recreation	49	40-60	Proximity to highway.
Industrial	63	50-70	Equipment in use.
Limited Industrial	58	50-70	Proximity to highway.
Multiple Family	52	50-53	Proximity to highway/industry.
Single Family	50	40-60	Proximity to highway/industry.
Suburban	48	34-60	Proximity to roads/industry; aircraft.
Secondary Suburban winds.	47	42-50	Proximity to roads/industry; aircraft,
Prime Expansion winds, animals.	43	40-50	Proximity to roads/industry; aircraft
Agricultural Buffer winds, animals.	43	40-50	Proximity to roads/industry; aircraft,
Rural winds, animals.	43	40-50	Proximity to roads/industry; aircraft,
Limited Opportunity winds, animals.	43	33-55	Proximity to roads/industry; aircraft,
Agricultural Preserve winds, animals.	43	33-55	Proximity to roads/industry; aircraft,
Important Agriculture winds, animals.	43	33-55	Proximity to roads/industry; aircraft,
Important Timber aircraft, winds.	50	35-60	Proximity to roads/residences/ streams;
Mining streams; aircraft, winds.	63	60-66	Proximity to roads/mining/operations/
Significant Wetlands	48		

NOTE: The ambient outside noise levels are expressed in dbA's.
 Source: Office of Noise Control, California Department of Health.

TABLE II

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
RESIDENTIAL—MULTI FAMILY							
TRANSIENT LODGING— MOTELS, HOTELS							 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air condition will normally suffice.
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATERS							 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

CONSIDERATIONS IN DETERMINATION OF NOISE COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or Ldn. Normalized values are obtained by adding or subtracting the constants described in Table A to the measured or calculated value of CNEL or Ldn.

B. NOISE SOURCE CHARACTERISTICS

The land use compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect the existing residential communities from unacceptable exposure to aircraft noise in order to facilitate the purposes of the act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion whenever possible, and in order to facilitate the ability of the airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally acceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to the noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the minimum considered "normally acceptable" for the land use category, may be appropriate.

Source: Office of Noise Control, California Department of Health

TABLE A
Corrections to be Added to the
Measured Community Noise Equivalent Level (CNEL)
to Obtain Normalized CNEL

<u>Type of Correction</u>	<u>Description</u>	<u>Amount of Correction to be Added to Measured CNEL in db</u>
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed)	-5
Correction for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+10
	Quiet suburban or rural community (not located near industrial activity).	+5
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	-5
	Very noisy urban residential community	-10
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	+5
	Community has had some previous exposure to intruding but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	-5
	Community aware the operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	-10
Pure Tone or Impulse	No pure tone or impulse character.	0
	Pure tone or impulsive character present.	+5

Source: Office of Noise Control, California Department of Health

MITIGATION MEASURES

1. Establish 60 db noise contours around industrially zoned land and prohibit the establishment of noise sensitive uses within this industrial protection zone.
2. Establish noise sensitive protection areas around existing noise sensitive uses. Within these protection areas establish "limited industrial" combining zones for all industrially zoned lands which would require mitigation of noise impacts which exceed 60 db at the noise sensitive site or cause the interior noise level to exceed 45 db or existing levels whichever is greater, except where specifically altered based upon field measurements, environmental, social, economic or physical factors.
3. Establish building code requirements which will allow residential development along roadways and rail lines so that interior noise levels of 45 db or less can be achieved. Require residential subdivision design to accommodate residential uses which are constructed to normal standards to achieve interior noise levels of 45 db by site location
4. Relocate or reduce noise emissions from public facilities which exceed acceptable noise standards for the area.
5. Require that new uses established do not increase off-site noise to a level which exceeds the ambient noise level for the specific land use area.
6. Combine refinement of existing data in conjunction with area-wide General Plan Amendments.

INTEGRATION

Sensitive noise uses shall be considered as a constraint. The zoning of industrial lands must be consistent with Mitigation Measure #2.

DEFINITIONS

Noise levels have been expressed in terms of "CNEL," "Ldn," and "dbA."

These terms are defined as follows:

CNEL:

Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Decibel, db:

A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base of 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Ldn:

Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

MITIGABLE CONSTRAINTS
SCENIC & SPECIAL MANAGEMENT AREAS

SCENIC AREAS

Goals

1. To preserve the basic visual aspects of the environment which are of particular importance to the maintenance of the rural character of the County. These include, but are not limited to, views of meadowlands and waterways from highways and populated areas.
2. To preserve representative samples of historical life styles.
3. To maintain the qualities of the County which attract tourists.
4. To provide standards for scenic highways.

Diagram Directive

Identify important scenic areas as stated under "Goals" above. Each designated scenic area shall include a statement defining the qualities of the area which are to be protected or preserved.

Land Use Management

Within the important scenic areas, establish development standards which provide incentives to the property owner to preserve the scenic qualities identified. The development standards may include limiting the density and intensity of development within important scenic areas, and establishing architectural review standards and procedures.

Permit the use of density transfers as a means of protecting scenic areas.

SPECIAL MANAGEMENT AREAS

Goal

To augment land use managements for constraints, opportunity areas and policies as needed for specific areas to reflect community values.

Diagram Directives

Identify Special Management Areas as needed to augment land use management for specific areas to reflect community values. Special Management Areas shall be identified by geographic areas in Plumas County where specific management programs are needed to conserve values of local concern.

Land Use Management

Within Special Management Areas augment land use management for constraints, opportunity areas and policies as needed for specific areas to reflect community values. The land use management for a constraint, opportunity area or policy in a Special Management Area shall be in addition to land use management otherwise applicable for that constraint, opportunity, or policy.

OPPORTUNITIES

This general plan provides for three levels of opportunity areas. For an explanation of how opportunity areas and constraint areas work together, please see the introduction at the beginning of the general plan.

Goal

Establish land use patterns based on constraints and opportunities with the intensity and density of development tied largely to the availability of public facilities and services.

Diagram Directive

Identify prime, moderate, and limited opportunity areas, as follows: No prime, moderate, or limited opportunity area shall be located in an area that has a non-mitigable constraint.

Prime, moderate, and limited opportunity areas shall be designated primarily on the basis of the availability of existing public services and facilities or the ease with which these services and facilities can be extended to new areas.

The primary distinction between prime, moderate and limited opportunity areas shall be the level of public services and facilities available or easily providable.

While the ease of providing public services and facilities is the primary basis for locating opportunity areas, this does not require that an area be designated as some form of an opportunity area simply because public services and facilities are easily providable. It means only that it may be designated as an opportunity area.

The difficulty in providing public services and facilities does not preclude the establishment of some form of an opportunity area if there are other economic, social, or environmental factors that make development desirable in spite of the difficulty.

"Paved, maintained" does not include being snowplowed; "year-round" does include being snowplowed.

Land Use Management

Identify areas where the location of a new use or major expansion of an existing use may result in potential adverse environmental, social or economic effects as shown through constraints, opportunities or policies. When an area is identified, the potential adverse effects shall be specified. Permit the establishment of new uses and major expansion of existing uses through an administrative review process. The administrative review process shall address the specified potential adverse effects and may involve public notice and reasonable conditions of approval.

Land Use Management:

PRIME OPPORTUNITY AREAS

Maximum Densities

- a. Single family residential: 7 dwelling units per acre.
- b. Multiple family residential: 21.8 dwelling units per acre.
- c. Maximum "land coverage": 50%

Development Standards

Areas designated as "prime opportunity areas" shall conform to the following minimum development standards. If these services and roads are not already in existence, they will be required to be provided before development.

Roads - A paved roadway maintained year-round by the State, County or private association. All developments shall be required to provide a paved internal roadway system. A parking lot is an internal roadway system. All developments shall make provisions for access to any adjacent lands that are not otherwise served by or shown on a planned roadway alignment to be served by another paved public roadway.

Water - A community water system with adequate water, volume, pressure and storage capacity to insure a reasonable level of fire protection. For development by lot creation and alternate methods of subdivision (i.e. condominiums) such a community water system shall be one which provides a 2-hour fireflow plus 8-hour average domestic needs. Fireflow requirements: 750

gallons per minute < 2 dwelling units per acre; and 1,000 gallons per minutes > 2 dwelling units per acre, commercial and industrial. For development by utilization of a parcel for other than single family residential land uses, rely on enforcement of the Uniform Fire Code. Existing community water systems in prime opportunity areas should attempt to achieve this minimum standard as part of their ongoing improvement program.

Sewers - A community sewerage disposal system with adequate capacity to accommodate the proposed development and with adequate treatment facilities that meet or exceed the standards of the California Water Quality Control Board, provided the County may waive the requirements of a community sewerage disposal system if the Water Quality Control Board and the County determine that the development can be adequately served by individual sewerage disposal systems, and the exclusion of the development from the sewer requirements will not preclude the logical and orderly extension of the community sewerage system, or will not result in inequities in the assessment of taxes or fees for the community system.

Street-Lighting - Provide facilities for future street lighting.

Fire Protection - Located within a district or similar entity that provides fire protection services, has the capability of year-round service, and a response time short enough to realistically provide protection.

Open Space - Require all developments in proximity of designated "urban open spaces" to be designed to avoid precluding access to the designed open space.

Utilities - Electrical power shall be provided to all lots and within all developments.

Expansion and Establishment of New Prime Opportunity Areas

Expansion of existing prime opportunity areas and establishment of new prime opportunity areas shall be allowed upon consideration of the following criteria:

A. Suitability Criteria

1. Presence of gentle topography of sufficient area.
2. Topographic and legal potential for two points of access to a paved, public, year-round road.
3. Absence of highly productive or potentially-productive resources on-site, or provisions for their continued productive use.
4. Compatibility with adjacent resource production.
5. Feasible mitigations for all onsite Constraint Areas.
6. Compatibility with adjacent land uses, residential densities, and lifestyles.
7. Serviceability by existing water supply systems or sufficiency of available new supply.
8. Serviceability by existing wastewater systems or suitability of the site and watershed for disposal.
9. Favorable solar aspect.
10. Feasible costs of any needed power system supply improvements.
11. Feasible costs of any needed, public-financed road system improvements.
12. Within reasonable response time from existing structural fire protection facilities or guarantees for equivalent on-site facilities.
13. Lack of surplus, locally available, similar, subdivided lands or housing, suitable for development or use.

B. Developer Provisions Affecting Allowable Densities

1. Community water system.
2. Community wastewater reclamation system.
3. Housing construction.
4. Solar housing construction.

5. Paved roads.
6. Reconstructed off-site public roads.
7. Reconstructed off-site power supply.
8. Fire suppression equipment and/or station.
9. School site (if requested).
10. Placement of suitable lands in TPZ or Agricultural Preserves.
11. Recreational facilities.
12. Recreational facilities open to the public.

MODERATE OPPORTUNITY AREAS

Density

One to twenty acres per dwelling unit.

Diagram Directive

Identify Non-Resource Production Areas which are not Prime Opportunity Areas and which meet the criteria for inclusion in one of the Moderate Opportunity Areas.

Development Standards

Planned roadway alignments and roads serving commercial and industrial parcels shall be paved before issuance of building permits for those parcels. All commercial and industrial parcels shall be served by a structural fire protection entity and shall be within reasonable service distance from existing fire protection facilities. And as determined by the appropriate area.

1. Prime Expansion Area

Density

Ten acres per dwelling unit.

Diagram Directive

Identify areas adjacent to Prime Opportunity Areas where Prime Opportunity Area expansion is feasible, as determined by being within the sphere of Influence of an existing water system and by being within the Sphere of Influence of a fire protection entity.

Development Standards

Roads shall be constructed to County Private Road Standards (rocked) with grades and rights-of-way conforming to standards applied to roads within Prime Opportunity Areas.

2. Suburban Area

Density

One to three acres per dwelling unit.

Diagram Directive

Identify areas within the service boundaries of an entity which provides fire protection and within reasonable service distance from existing fire protection facilities. All parcels must be served by paved, maintained roads.

Development Standards

All parcels must be served by paved, maintained roads designed and constructed to County Public Road Standards. Provision must be made for future access to said roads from adjacent Prime and Moderate Opportunity Areas.

All parcels must be within the service boundaries of an entity which provides fire protection and within reasonable service distance from existing fire protection facilities.

Electrical power shall be provided to all parcels.

3. Agricultural Buffer Area

Density

Ten to twenty acres per dwelling unit.

Diagram Directive

Identify areas with access to a paved, maintained County Road or State Highway by a public or private road easement and adjacent to Agricultural Preserve and Important Agricultural Areas.

Development Standards

All parcels must be served by a public or private road designed and constructed to County Private Road Standards (rocked) and connecting to a paved, maintained County Road or State Highway.

4. Secondary Suburban Area

Density

Three to ten acres per dwelling unit.

Diagram Directive

Identify areas within a direct line 1/4 mile of a paved, maintained County Road or State Highway and with access thereto by a public or private road easement, including areas adjacent to Agricultural Preserve and Important Agricultural Areas where the density will not conflict with agricultural production.

Development Standards

All parcels must be served by a paved, maintained County Road or State Highway or by a public or private road designed and constructed to County Private Road Standards (rocked) and connected to a paved, maintained County Road or State Highway.

5. Rural Area

Density

Ten to twenty acres per dwelling unit.

Diagram Directive

Identify areas with access to a paved, maintained County Road or State Highway by a public or private road easement.

Development Standards

All parcels must be served by a public or private road designed and constructed to County Private Road Standards (rocked) and connecting to a paved, maintained County Road or State Highway.

LIMITED OPPORTUNITY AREAS

Maximum Densities

Twenty acres per dwelling unit, gross density.

Diagram Directive

Identify Non-Resource Production Areas which are not Prime or Moderate Opportunity Areas.

Development Standards

Areas designated as "limited opportunity areas" shall conform to the following minimum road standards. If the roads are not in existence, they will be required to be provided before development. Development that exceeds these standards may be permitted but will not entitle the developer to the population densities allowed in moderate or prime opportunity areas.

Roads - All developments shall have legal access by means of Forest Service Roads or private road easements. All developments shall provide a graded roadway which provides access to each parcel created.

TRANSPORTATION/CIRCULATION

Goal

Ensure that every parcel created and all developments are provided with roadway access which will accommodate the permitted density and intensity of development.

Protect the present air and rail transportation facilities to insure that local policies, developments, and other actions do not restrict utilization and maintenance.

Improve existing County roads with priority given to industrial areas to accommodate planned development.

Establish a bikeway system to achieve the functional commuting needs of bicyclists and to provide for their physical safety.

Diagram Directive

Maintain and annually update a County Road Condition Status Report which identifies road standard class, present safe carrying capacity, deficiencies and ultimate service demand.

Land Use Management

The requirements for road standards and pavement width shall be based on the planned density of development and projected traffic volumes as determined by the general plan designation of areas to be served. Bridges, roadways, railroads, crossings and bikeways shall not be considered as "building construction."

Diagram Directive

Identify roads serving industrial areas which will not accommodate all types of permitted industrial activities.

Land Use Management

Designate those industrial areas as limited, allowing only those uses which are consistent with the present road condition or require road improvements.

Diagram Directive

Identify planned roadway alignments, which are specifically designated in Appendix II (Regional Transportation Plan).

Planned roadway alignments shall be the approximate location of future roadways and/or improvements, including widening of existing roadways.

Land Use Management

Require all developments which are directly benefited by a precise planned road to dedicate land and/or pay a sum of money equal to the prorated share of the benefit received by such roadway and/or to construct a portion or all of such a roadway.

Require developments along the route of planned roadway alignments to incorporate them in their internal roadway systems. Require developments near planned roadway alignments to provide for future access to them.

Diagram Directive

Identify the functional commuting needs of bicyclists. Identify bikeway routes which serve the functional commuting needs of bicyclists and which provide for their physical safety.

Land Use Management

Adopt a General Bikeway Plan employing the identified bikeway routes available. Use Local Transportation Funds for facilities provided for the exclusive use of pedestrians and bicycles. Aggressively seek Bicycle Lane Account funds. Bikeway routes shall respect and protect the integrity of the opportunity constraint and policy areas.

Correlation of Transportation & Circulation to Land Use

Identification and development of opportunity areas is based upon existing and planned roadway alignments. Access is one of the basic criteria for development and directly relates to population density. The County Road Condition Status Report has related planned populations to existing roadways in order to evaluate the long range capital improvement programs. This relationship will allow prioritizing of improvement plans to assure the greatest benefit to the public consistent with the general plan.

COMMERCIAL AND INDUSTRIAL

GOAL

Provide commercial and industrial opportunities consistent with the projected residential density and protect the commercial and industrial areas from encroachment by residential development.

COMMERCIAL

Diagram Directive

Identify "core commercial areas." Core commercial areas shall be located within "prime opportunity areas" and include the existing "downtown areas."

Core commercial areas may also be identified where it is desirable to encourage depth to the commercial area in order to avoid the continuation of a trend toward "strip commercial."

Diagram Directive

Identify "periphery commercial areas." Periphery commercial areas shall generally include those areas of strip commercial extending outward from the "core commercial areas."

Land Use Management

The establishment of new business and expansions to existing business within "periphery commercial areas" shall be permitted only after assured continued compliance with adopted development standards which include requirements for parking, building coverage and landscaping.

Diagram Directive

Identify "convenience commercial areas." Convenience commercial areas will generally be located within moderate or limited opportunity areas and include limited "spot" business areas serving small population centers, highway oriented business, and commercial-recreation developments. Convenience commercial areas may be permitted as an integral part of residential developments.

Land Use Management

Limit the new permitted uses within the convenience commercial areas to those businesses which serve the needs of the surrounding area or which are part of an overall development plan or specific plan. The precise location of convenience commercial areas may be subject to development design.

INDUSTRIAL

Diagram Directive

Identify "prime industrial areas." Prime industrial areas shall be locations where access to transportation routes (facilities), public facilities, surrounding land uses, and environmental setting will permit most forms and types of industry without major impacts.

Land Use Management

Permit the establishment of new industrial uses and expansion of existing industrial uses, through an administrative review process. The administrative review process may involve public notice and reasonable conditions of approval.

Diagram Directive

Identify "limited industrial areas." Limited industrial areas shall be identified as areas where the location of a new industrial use or major expansion of an existing industrial use can result in potential adverse impacts due to problems of accessibility to transportation routes (facilities), environmental setting, surrounding land uses, or absence of public facilities.

Industrial activities in "limited industrial areas" shall be those which are compatible with the surrounding area.

HISTORICAL AREAS

Goal

To protect and preserve historic and prehistoric sites, structures, and objects for their scientific, educational, and cultural values.

To encourage private owners to preserve and rehabilitate historic buildings and to continue their use as an integral part of the community.

Diagram Directive

Identify important historical areas and buildings, and significant archaeological sites. Map known cultural heritage resources and all areas within the County judged to have potential to yield as yet unrecorded historic and archaeological resources. These include, but are not limited to, significant samples of all cultures that have played a significant role in the history of Plumas County.

Land Use Management

Establish a panel of archaeological experts which will develop specific criteria necessary to determine site sensitivity.

Support the efforts of private individuals, organizations or agencies in their efforts to restore and continue use of historic properties.

Establish "special plan-historical areas" and provide for an architectural review process to ensure that alterations to the exterior of existing buildings and construction of new buildings preserve the historical qualities and character of the area. Demolition of any designated "historical building" shall be permitted upon approval by the County after consideration of the value to the public interest.

DESIGN REVIEW AREAS

Goal

Protect and preserve historic structures and promote appropriate building design, exterior modifications, and public space improvements in areas where the community has expressed the need for improved community design and enhancement.

Diagram Directive

Identify Design Review Areas where the community has expressed the need for improved community design and enhancement.

Identify structures of historical and architectural significance.

Land Use Management

Establish a Design Review Committee to develop specific design guidelines for evaluating building design, exterior modifications and public space improvements. Establish a review process to ensure compliance with the design guidelines.

RECREATION

Goal

To encourage the development of recreational uses in areas where necessary facilities and services can be provided. Permit recreational uses of all land where the use does not conflict with the identified use.

Diagram Directive

Identify "prime recreation sites." A prime recreation site shall be located within an "opportunities area" and shall be areas where recreational development can occur without over-burdening existing public facilities and services. The adequacy of roadway access will be a major consideration in identifying prime recreational sites.

Land Use Management

Within "prime recreation sites" permit the establishment of recreational uses through an administrative review process. The administrative review process may involve public notice and reasonable conditions of approval.

Preclude conflicting land uses which would hinder the development and use of the prime recreation site. Such conflicting land uses may include residential development.

Land Use Management

Recreation oriented residential developments. These are developments where recreation facilities are proposed to be constructed as part of the total development or as a benefit of purchase. Such developments shall be permitted, provided that an overall development is approved which established a phasing of amenities; and that operation and maintenance of recreational facilities is provided by the developer, home owners' association or other pre-established entity so as to preclude County involvement or responsibility.

ENERGY

Goal

To ensure that the extension of electrical power supply is sufficiently mitigated to reduce impacts to a level of insignificance, preventing irreversible changes to significant environmental features.

Land Use Management

Review the establishment of overhead transmission lines through an administrative review process. The administrative review process may involve public notice. The review shall be to ensure that the establishment of transmission lines respects and protects the integrity of the opportunity, constraint and policy areas it affects.

The establishment of electrical power supply to developments shall respect and protect the integrity of the opportunity, constraint and policy areas through which it is established.

HOUSING

Goal

To provide the opportunity for decent housing and a suitable living environment for every Plumas County family. To accommodate the housing needs of all economic segments of the County. To provide housing opportunities which are consistent with economic, environmental and social factors set forth in the General Plan. To maintain the opportunity for individual choices with respect to housing.

Land Use Management

Maintain a continuing program in cooperation with State and Federal agencies to rehabilitate and replace substandard housing units.

Maintain a continuing program to provide subsidized housing as funds are available from State and Federal agencies.

Maintain a continuing program to assist first time homebuyers.

Maintain minimum governmental regulations and a surplus of lands available for development so as to preclude artificially inflated costs. Provide provisions for alternative type forms of housing in Rural designated areas of Plumas County.

Maintain maximum flexibility in construction alternatives to allow individual choice in design alternatives.

NEEDS ASSESSMENT

Population Trends and Projections

Plumas County population increased at the rate of 1.54% per year over the 60 years until 1990. During this pe-

riod, fluctuations occurred primarily based on employment opportunities and, in recent years, retirement immigration. Figure 1 indicates 1970, 1980 and 1990 Census population figures and projections based on those figures. Department of Finance estimates and Plumas County Building Department records, as modified to reflect trends indicated by employment data, school enrollment, voter registration and miscellaneous other indicators; as are all other estimates. Outside areas of exiguous population, the greatest rate of increase is expected in eastern Plumas County due to influence of the Reno and Sparks Nevada growth. This influences the Sierra Valley Area and accounts for some of the Mohawk growth. Retirement, seasonal and recreational residency contribute to much of the Mohawk and Almanor growth. Much lesser growth is projected for the Indian Valley and American Valley Areas. These areas do not have the recreational amenities which attract retired and seasonal and recreational residents to the Almanor and Mohawk Areas and are a long commute from Reno. Employment in Indian Valley and American Valley Fork is primarily governmental and timber industry. Both are decreasing. The primacy of timber industry employment in the Almanor Area largely accounts for the somewhat lesser growth rate there than in Mohawk and Sierra Valley. The Last Chance Area is inaccessible, except by snow mobile, much of the year. The Middle Fork Area has limited access, especially in winter. The Canyon population has decreased because of the long disruption of access after the 1986 flood and the termination of many Forest Service leases.

**FIGURE 1
PLUMAS COUNTY
POPULATION**

	1970			1980			1990			1992			1997			2002			2007			2012		
			% change			% change			% change			% change			% change			% change			% change			% change
ALMANOR	1,951	3,667	87.95%	4,145	13.04%	4,292	3.55%	4,659	8.55%	5,026	7.88%	5,393	7.30%	5,760	6.81%									
% of total	19.43%	23.73%		23.63%		23.78%		24.15%		24.46%		24.74%		24.99%										
CANYON	230	373	62.17%	219	-41.29%	219	0.00%	220	0.46%	220	0.00%	221	0.45%	221	0.00%									
% of total	2.29%	2.41%		1.25%		1.21%		1.14%		1.07%		1.01%		0.96%										
INDIAN VALLEY	2,044	2,810	37.48%	2,907	3.45%	2,924	0.58%	2,966	1.44%	3,008	1.42%	3,051	1.43%	3,093	1.38%									
% of total	20.35%	18.18%		16.57%		16.20%		15.37%		14.64%		14.00%		13.42%										
AMERICAN VALLEY	4,394	5,854	33.23%	6,289	7.43%	6,357	1.08%	6,526	2.66%	6,695	2.59%	6,864	2.52%	7,033	2.46%									
% of total	43.76%	37.88%		35.85%		35.23%		33.82%		32.59%		31.49%		30.52%										
MIDDLE FORK	23	34	47.83%	119	250.00%	132	10.92%	163	23.48%	195	19.63%	226	15.90%	258	14.16%									
% of total	0.23%	0.22%		0.68%		0.73%		0.84%		0.95%		1.04%		1.12%										
MOHAWK	733	1,390	89.63%	1,970	41.73%	2,129	8.07%	2,525	18.60%	2,922	15.72%	3,318	13.55%	3,714	11.93%									
% of total	7.30%	8.99%		11.23%		11.80%		13.09%		14.22%		15.22%		16.12%										
SIERRA VALLEY	667	1,325	98.65%	1,893	42.87%	1,989	5.07%	2,230	12.12%	2,470	10.76%	2,711	9.76%	2,952	8.89%									
% of total	6.64%	8.57%		10.79%		11.02%		11.56%		12.02%		12.44%		12.81%										
LAST CHANCE	0	2		0	-100.00%	3		6	100.00%	9	50.00%	11	22.22%	14	27.27%									
% of total	0.00%	0.01%		0.00%		0.02%		0.03%		0.04%		0.05%		0.06%										
TOTAL	10,042	15,455	53.90%	17,542	13.50%	18,045	2.87%	19,295	6.93%	20,545	6.48%	21,795	6.08%	23,045	5.74%									

**FIGURE 2
AGE
CHARACTERISTICS**

PLANNING AREA	0 - 17		18 - 61		62+		TOTAL	
	1980	1990	1980	1990	1980	1990	1980	1990
ALMANOR-CANYON	1042	949	2410	2316	588	1099	4040	4364
% Area total	25.8%	21.7%	59.7%	53.1%	14.6%	25.2%		
% County subtotal	25.0%	21.7%	26.5%	24.6%	26.7%	29.2%	26.1%	24.9%
INDIAN VALLEY	771	802	1608	1440	431	665	2810	2907
% Area total	27.4%	27.6%	57.2%	49.5%	15.3%	22.9%		
% County Subtotal	18.5%	18.3%	17.7%	15.3%	19.5%	17.7%	18.2%	16.6%
AMERICAN VALLEY - MIDDLE FORK	1692	1769	3450	3721	746	985	5888	6475
% Area total	28.7%	27.3%	58.6%	57.5%	12.7%	15.2%		
% County Subtotal	40.7%	40.5%	38.0%	39.6%	33.8%	26.1%	38.1%	36.9%
MOHAWK	287	353	819	928	284	621	1390	1902
% Area total	20.6%	18.6%	58.9%	48.8%	20.4%	32.6%		
% County Subtotal	6.9%	8.1%	9.0%	9.9%	12.9%	16.5%	9.0%	10.8%
SIERRA VALLEY - LAST CHANCE	370	500	799	997	156	397	1325	1894
% Area total	27.9%	26.4%	60.3%	52.6%	11.8%	21.0%		
% County Subtotal	8.9%	11.4%	8.8%	10.6%	7.1%	10.5%	8.6%	10.8%
UNINCORPORATED COUNTY	4162	4373	9086	9402	2205	3767	15453	17542
% County total	26.9%	24.9%	58.8%	53.6%	14.3%	21.5%	100.0%	100.0%

Existing and Projected Housing Needs

Housing Analysis

Below is an analysis of the 1990 Census housing characteristics.

FIGURE 3
HOUSING UNITS

	YEAR-ROUND											
	1970	1980	1990	1992	1970	%	AREA	TOTAL	1970	1980	1990	1992
ALAMOR	1,541	1,954	3,506	3,775					29.0%	26.4%	31.9%	32.6%
Single Family	1,422	1,630	3,003	3,243	92.3%	83.4%	85.7%	85.9%	30.2%	30.7%	37.4%	38.0%
Multiple Family	70	197	190	209	4.5%	10.1%	5.4%	5.5%	21.1%	19.2%	16.1%	17.4%
Mobile Home	49	127	313	323	3.2%	6.5%	8.9%	8.6%	17.8%	11.9%	17.5%	17.5%
CANYON	146	179	180	181					2.7%	2.4%	1.6%	1.6%
Single Family	137	124	131	132	93.8%	69.3%	72.8%	72.9%	2.9%	2.3%	1.6%	1.5%
Multiple Family	5	42	23	23	3.4%	23.5%	12.8%	12.7%	1.5%	4.1%	2.0%	1.9%
Mobile Home	4	13	26	26	2.7%	7.3%	14.4%	14.4%	1.4%	1.2%	1.5%	1.4%
INDIAN VALLEY	843	1,189	1,401	1,431					15.9%	16.0%	12.7%	12.3%
Single Family	740	803	973	994	87.8%	67.5%	69.5%	69.5%	15.7%	15.1%	12.1%	11.6%
Multiple Family	48	165	141	141	5.7%	13.9%	10.1%	9.9%	14.5%	16.1%	12.0%	11.8%
Mobile Home	55	221	287	296	6.5%	18.6%	20.5%	20.7%	19.9%	20.6%	16.1%	16.0%
AMERICAN VALLEY	1,939	2,429	3,060	3,143					36.5%	32.8%	27.8%	27.1%
Single Family	1,659	1,601	2,102	2,171	85.6%	65.9%	68.7%	69.1%	35.3%	30.1%	26.2%	25.4%
Multiple Family	173	451	459	463	8.9%	18.6%	15.0%	14.7%	52.1%	44.0%	39.0%	38.6%
Mobile Home	107	377	499	509	5.5%	15.5%	16.3%	16.2%	38.8%	35.2%	27.9%	27.6%
MIDDLE FORK	39	92	255	262					0.7%	1.2%	2.3%	2.3%
Single Family	39	91	237	244	100.0%	98.9%	92.9%	93.1%	0.8%	1.7%	3.0%	2.9%
Multiple Family	0	1	13	13	0.0%	1.1%	5.1%	5.0%	0.0%	0.1%	1.1%	1.1%
Mobile Home	0	0	5	5	0.0%	0.0%	2.0%	1.9%	0.0%	0.0%	0.3%	0.3%
MOHAWK	425	1,027	1,620	1,768					8.0%	13.9%	14.7%	15.3%
Single Family	380	743	1,049	1,183	89.4%	72.3%	64.8%	66.9%	8.1%	14.0%	13.1%	13.8%
Multiple Family	16	134	275	275	3.8%	13.0%	17.0%	15.6%	4.8%	13.1%	23.4%	22.9%
Mobile Home	29	150	296	310	6.8%	14.6%	18.3%	17.5%	10.5%	14.0%	16.6%	16.8%
SIERRA VALLEY	380	533	935	989					7.2%	7.2%	8.5%	8.5%
Single Family	328	316	517	555	86.3%	59.3%	55.3%	56.1%	7.0%	5.9%	6.4%	6.5%
Multiple Family	20	34	73	73	5.3%	6.4%	7.8%	7.4%	6.0%	3.3%	6.2%	6.1%
Mobile Home	32	183	345	361	8.4%	34.3%	36.9%	36.5%	11.6%	17.1%	19.3%	19.6%
LAST CHANCE	0	8	37	39					0.0%	0.1%	0.3%	0.3%
Single Family	0	8	18	20	0.0%	100.0%	48.6%	51.3%	0.0%	0.2%	0.2%	0.2%
Multiple Family	0	0	3	3	0.0%	0.0%	8.1%	7.7%	0.0%	0.0%	0.3%	0.3%
Mobile Home	0	0	16	16	0.0%	0.0%	43.2%	41.0%	0.0%	0.0%	0.9%	0.9%
UNINCORPORATED COUNTY	5,313	7,411	10,994	11,588								
Single Family	4,705	5,316	8,030	8,542	88.6%	71.7%	73.0%	73.7%				
Multiple Family	332	1,024	1,177	1,200	6.2%	13.8%	10.7%	10.4%				
Mobile Home	276	1,071	1,787	1,846	5.2%	14.5%	16.3%	15.9%				

FIGURE 4
HOUSEHOLDS

	ALMANOR	CANYON	INDIAN VALLEY	AMERICAN VALLEY	MIDDLE PORK	MOHAWK	SIERRA VALLEY	LAST CHANCE	UNINCOR- PORATED COUNTY
HOUSEHOLDS									
1970	694	85	749	1,564	13	260	241	0	3,606
1980	1,414	141	1,063	2,200	18	571	485	1	5,893
1990	1,757	109	1,186	2,540	54	831	757	0	7,234
% TOTAL									
1970	19.2%	2.4%	20.8%	43.4%	0.4%	7.2%	6.7%	0.0%	100.0%
1980	24.0%	2.4%	18.0%	37.3%	0.3%	9.7%	8.2%	0.0%	100.0%
1990	24.3%	1.5%	16.4%	35.1%	0.7%	11.5%	10.5%	0.0%	100.0%
OCCUPANCY RATE									
1970	46.1%	58.2%	88.8%	80.7%	33.3%	61.2%	63.4%	0.0%	67.9%
1980	73.2%	78.8%	89.4%	90.6%	19.6%	55.6%	91.0%	12.5%	79.5%
1990	50.0%	60.6%	84.7%	83.0%	21.2%	51.3%	81.0%	0.0%	65.8%
OWNER OCCUPIED HOUSEHOLDS									
1970	449	43	463	857	11	173	164	0	2,160
1980	1,038	46	691	1,353	15	451	365	1	3,960
1990	1,274	41	778	1,555	44	669	590	0	4,951
RENTER OCCUPIED HOUSEHOLDS									
1970	245	42	286	647	2	87	77	0	1,386
1980	376	95	372	847	3	120	120	0	1,933
1990	483	68	408	985	10	162	167	0	2,283
% RENTER OCCUPANCY									
1970	35.3%	49.4%	38.2%	41.4%	15.4%	33.5%	32.0%	0.0%	38.4%
1980	26.6%	67.4%	35.0%	38.5%	16.7%	21.0%	24.7%	0.0%	32.8%
1990	27.5%	62.4%	34.4%	38.8%	18.5%	19.5%	22.1%	0.0%	31.6%
AVAILABLE RENTALS									
1970	293	84	376	852	2	114	101	0	1,822
1980	389	104	412	896	3	154	152	0	2,110
1990	523	68	408	1,010	10	189	187	0	2,395
% AVAILABLE RENTALS									
1970	16.1%	4.6%	20.6%	46.8%	0.1%	6.3%	5.5%	0.0%	100.0%
1980	18.4%	4.9%	19.5%	42.5%	0.1%	7.3%	7.2%	0.0%	100.0%
1990	21.8%	2.8%	17.0%	42.2%	0.4%	7.9%	7.8%	0.0%	100.0%
PERSONS PER HOUSEHOLD									
1970	2.81	2.71	2.73	2.81	1.77	2.82	2.77	0.00	2.78
1980	2.59	2.65	2.64	2.66	1.89	2.43	2.73	2.00	2.62
1990	2.36	2.01	2.45	2.48	2.20	2.37	2.50	0.00	2.42

FIGURE 5
HOUSING UNIT OCCUPANCY

	1980 (Census)	1990 (Census)
Total housing units	7,411	10,994
Total households	5,893	7,234
Total housing units vacant	1,518	3,760

FIGURE 6
VACANT STATUS

	1980 (Census)	1990 (Census)
For sale	145	109
For rent	187	164
Seasonal use	810	2,913
Other	376	342

Like most mountain counties, Plumas County supports a large number of seasonal dwelling units which are not available for rent or sale.

The 1990 Census gives housing costs as a per centage of income for income groups of less than \$10,000, \$10,000 to \$19,999, \$20,000 to \$34,999, \$35,000 to \$49,999, and \$50,000 and

above. The median household income is given as \$24,229. This means Very Low income is less than \$12,150, Low is \$12,150 to \$19,439, Moderate is \$19,440 to \$29,159, and Above Moderate is \$29,160 and above.

Below is analysis of the 1990 Census for monthly housing costs.

FIGURE 7
HOUSING COSTS
AS % OF INCOME

	Renter Occupied				Owner Occupied				Total		
	Number	Per Cent Income	Per Cent Renter	Per Cent Total	Number	Per Cent Income	Per Cent Owner	Per Cent Total	Number	Per Cent Income	Per Cent Total
<\$10,000											
0-24%	19	3.14%	0.97%	0.36%	60	17.29%	1.77%	1.12%	79	8.29%	1.48%
25% +	587	96.86%	30.01%	10.99%	287	82.71%	8.48%	5.38%	874	91.71%	16.37%
\$10,000 - \$19,999											
0-24%	134	24.41%	6.85%	2.51%	413	63.34%	12.21%	7.74%	547	45.55%	10.25%
25% +	415	75.59%	21.22%	7.77%	239	36.66%	7.06%	4.48%	654	54.45%	12.25%
\$20,000 - \$34,999											
0-24%	343	79.40%	17.54%	6.42%	621	70.81%	18.36%	11.63%	964	73.64%	18.06%
25% +	89	20.60%	4.55%	1.67%	256	29.19%	7.57%	4.79%	345	26.36%	6.46%
\$35,000 - \$49,999											
0-24%	239	98.35%	12.22%	4.48%	567	72.32%	16.76%	10.62%	806	78.48%	15.10%
25% +	4	1.65%	0.20%	0.07%	217	27.68%	6.41%	4.06%	221	21.52%	4.14%
\$50,000+											
0-24%	126	100.00%	6.44%	2.36%	692	95.71%	20.46%	12.96%	818	96.35%	15.32%
25% +	0	0.00%	0.00%	0.00%	31	4.29%	0.92%	0.58%	31	3.65%	0.58%
Total	1956				3383				5339		

FIGURE 8
MONTHLY HOUSING COSTS

UNINCORPORATED
COUNTY 1990

OWNER OCCUPIED

	INCOME <\$20,000 % OWNER			INCOME >\$20,000 % OWNER			TOTAL % OWNER
COST 0 - 24% INCOME	472	14.0%	1,880	55.6%	2,352	69.5%	
COST 25% + INCOME	526	15.6%	504	14.9%	1,030	30.5%	
TOTAL	998	29.5%	2,384	70.5%	3,382	100.0%	

RENTER OCCUPIED

	INCOME <\$20,000 % RENTER			INCOME >\$20,000 % RENTER			TOTAL % RENTER
COST 0 - 24% INCOME	153	7.8%	708	36.2%	861	44.0%	
COST 25% + INCOME	1,002	51.2%	93	4.8%	1,095	56.0%	
TOTAL	1,155	59.0%	801	41.0%	1,956	100.0%	

TOTAL

	INCOME <\$20,000 % TOTAL			INCOME >\$20,000 % TOTAL			TOTAL % TOTAL
COST 0 - 24% INCOME	625	11.7%	2,588	48.5%	3,213	60.2%	
COST 25% + INCOME	1,528	28.6%	597	11.2%	2,125	39.8%	
TOTAL	2,153	40.3%	3,185	59.7%	5,338	100.0%	

UNINCORPORATED
COUNTY 1980

OWNER OCCUPIED

	INCOME <\$20,000 % OWNER			INCOME >\$20,000 % OWNER			TOTAL % OWNER
COST 0 - 25% INCOME	472	14.0%	1,880	55.6%	2,352	69.5%	
COST + 25% INCOME	526	15.6%	504	14.9%	1,030	30.5%	
TOTAL	998	29.5%	2,384	70.5%	3,382	100.0%	

RENTER OCCUPIED

	INCOME <\$20,000 % RENTER			INCOME >\$20,000 % RENTER			TOTAL % RENTER
COST 0 - 25% INCOME	239	14.3%	701	41.8%	940	56.1%	
COST + 25% INCOME	706	42.1%	30	1.8%	736	43.9%	
TOTAL	945	56.4%	731	43.6%	1,676	100.0%	

TOTAL

	INCOME <\$20,000 % TOTAL			INCOME >\$20,000 % TOTAL			TOTAL % TOTAL
COST 0 - 25% INCOME	824	19.2%	2,094	48.7%	2,918	67.8%	
COST + 25% INCOME	1,110	25.8%	273	6.3%	1,383	32.2%	
TOTAL	1,934	45.0%	2,367	55.0%	4,301	100.0%	

This shows 15.54% of owner occupied households and 51.23% of renter occupied households, for a total of 28.62% of all households, as occupied by households with an income of under \$20,000. With about 5.59 % of the \$10,000 to \$19,999 range is actually Moderate income, these figures can be reasonably adjusted to 15.15% of

owner occupied households and 50.04% of renter occupied households, for a total of 27.94% of all households, as occupied by lower income overpaying.

Since 1980, 617 units have been provided for and occupied by lower income renter households under adjustment programs.

FIGURE 9
AGE OF
HOUSING UNITS

Year Built	Owner Occupied			Renter Occupied			Total Occupied		
	Number	% Owner Occupied	% Total	Number	% Renter Occupied	% Total	Number	% Occupied	% Total
1980 - 3/1990	1410	28.45%	11.57%	430	10.76%	3.52%	1839	20.56%	15.09%
1970 - 1979	1527	30.83%	12.53%	607	15.21%	4.98%	2134	23.86%	17.51%
1960 - 1969	721	14.55%	5.91%	1964	49.22%	16.12%	2685	30.02%	22.03%
1950 - 1959	439	8.87%	3.61%	259	6.50%	2.13%	699	7.81%	5.73%
1940 - 1949	417	8.43%	3.43%	306	7.67%	2.51%	724	8.09%	5.94%
1939 & earlier	440	8.88%	3.61%	424	10.62%	3.48%	864	9.66%	7.09%
Total	4954	100.00%	40.65%	3990	100.00%	32.74%	8944	100.00%	73.39%

Year Built	Vacant			Total	
	Number	% Vacant	% Total	Number	% Total
1980 - 3/1990	1254	38.66%	10.29%	3093	25.38%
1970 - 1979	777	23.97%	6.38%	2912	23.89%
1960 - 1969	444	13.69%	3.64%	3129	25.67%
1950 - 1959	216	6.66%	1.77%	915	7.51%
1940 - 1949	236	7.28%	1.94%	960	7.87%
1939 & earlier	316	9.74%	2.59%	1179	9.68%
Total	3243	100.00%	26.61%	12187	100.00%

1980 Census data revealed that 1,881 dwelling units needed rehabilitation and 1,122 dwelling units needed replacement. During the period between 1980 and 1992, Plumas County rehabilitated 257 units. The 1990 Census shows about 3054 housing units as over 30 years old. This is the group most likely to include units needing rehabilitation or replacement. With private rehabilitation and replacement, 1992 estimates are that 1,035 dwelling units need rehabilitation

and 659 dwelling units need replacement.

Due to population increase, the State Department of Housing and Community Development projected that basic construction needs to meet the demand for all economic segments of Plumas County between January 1, 1991 and July 1, 1997 would be 1,243 units. These units were divided between the various income groups:

Very low	0-50% of median income	255
Other low	50-80% of median income	214
Moderate	80-120% of median income	276
Above moderate	Greater than 120% of median income	498

Below are shown the existing number of dwelling units and the number projected to be constructed through 2002. This is adjusted for the occu-

pancy rate for each area. Also given is the projected construction by area by income category. Projected construction is substantially greater

than need for low and moderate income. Projected construction is \$1 31, about 12%, below need for very low income. Opportunistic use of State and Federal programs, such as Farmers Home 502, ought to make up this short fall. Above moderate construction is projected to be 369, about 71%, below need. However, ap-

proved planned development permits and tentative maps provide for an additional 939 lots in golf course oriented developments. These tend to build out rapidly, and a fluctuation in construction patterns can be expected if these projects come to fruition.

FIGURE 10
NEW RESIDENTIAL CONSTRUCTION
[Dwelling Units]
PROJECTED THROUGH 2002

	1992			BUILT			1997			BUILT			2002		
	1992	OCCUPANCY	OCCUPIED	1992	1997	OCCUPANCY	OCCUPIED	1992	1997	OCCUPANCY	OCCUPIED	1992	2002	OCCUPANCY	OCCUPIED
	SUBTOTAL	RATE	1992	- 1997	SUBTOTAL	RATE	1997	- 2002	TOTAL	RATE	2002	- 2002	TOTAL	RATE	2002
ALMANOR	3,775	50.0%	1,888	634	4,409	59.7%	2,632	528	4,937	60.7%	2,997				
CANYON	181	60.6%	110	6	187	67.9%	127	5	192	68.5%	132				
INDIAN VALLEY	1,431	84.7%	1,212	80	1,511	84.1%	1,271	67	1,578	83.1%	1,311				
AMERICAN VALLEY	3,143	83.0%	2,609	242	3,385	86.7%	2,935	202	3,587	87.3%	3,131				
MIDDLE FORK	262	21.2%	56	20	282	14.4%	41	17	299	11.4%	34				
MOHAWK	1,768	51.3%	907	388	2,156	47.6%	1,026	323	2,479	45.1%	1,118				
SIERRA VALLEY	989	81.0%	801	152	1,141	93.4%	1,066	127	1,268	97.8%	1,240				
LAST CHANCE	39	0.0%	0	34	10	4.2%	0	8	18	4.2%	1				
UNINCORPORATED COUNTY	11,588	65.4%	7,582	1,522	13,071	69.6%	9,097	1,269	14,340	69.5%	9,963				

FIGURE 11
NEW RESIDENTIAL CONSTRUCTION
[Dwelling Units]
PROJECTED THROUGH 2002

	BUILT	BUILT		BUILT	BUILT		BUILT	BUILT
	1992	1998		1992	1998		1992	1998
	- 1997	- 2002		- 1997	- 2002		- 1997	- 2002
ALMANOR	634	528	CANYON	6	5	INDIAN VALLEY	80	67
Very Low Income	43	36	Very Low Income	2	2	Very Low Income	32	27
Low Income	153	128	Low Income	2	2	Low Income	15	13
Moderate Income	438	365	Moderate Income	2	2	Moderate Income	32	27
Above Moderate Income	65	54	Above Moderate Income	0	0	Above Moderate Income	2	2
	BUILT	BUILT		BUILT	BUILT		BUILT	BUILT
	1992	1998		1992	1998		1992	1998
	- 1997	- 2002		- 1997	- 2002		- 1997	- 2002
AMERICAN VALLEY	242	202	MIDDLE FORK	20	17	MOHAWK	388	323
Very Low Income	30	25	Very Low Income	0	0	Very Low Income	50	42
Low Income	50	41	Low Income	8	6	Low Income	78	65
Moderate Income	162	135	Moderate Income	13	11	Moderate Income	260	216
Above Moderate Income	15	13	Above Moderate Income	3	2	Above Moderate Income	31	26
	BUILT	BUILT		BUILT	BUILT		BUILT	BUILT
	1992	1998		1992	1998		1992	1998
	- 1997	- 2002		- 1997	- 2002		- 1997	- 2002
SIERRA VALLEY	152	127	LAST CHANCE	34	8	UNINCORPORATED COUNTY	1,556	1,271
Very Low Income	55	46	Very Low Income	11	3	Very Low Income	224	180
Low Income	28	24	Low Income	23	5	Low Income	357	284
Moderate Income	69	58	Moderate Income	0	0	Moderate Income	975	813
Above Moderate income	14	12	Above Moderate income	0	0	Above Moderate income	129	108

FIGURE 12
Construction & Need

	Projected Building	Projected Need	Difference
COUNTY-WIDE	1,556	1,243	313
Very Low Income	224	255	-31
Low Income	357	214	143
Moderate Income	975	276	699
Above Moderate income	129	498	-369

Below are median annual and monthly family and household income.

FIGURE 13
INCOME

FAMILY									
YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	MEDIAN NOT MORTGAGED COST	COST/25% INCOME	MEDIAN MORTGAGE	COST/25% INCOME	MEDIAN RENT	COST/25% INCOME
1970	\$9,755	\$812.92	\$203.23	N/A	N/A	N/A	N/A	\$68.05	33.5%
1980	\$17,227	\$1,435.58	\$358.90	\$115.49	32.2%	\$414.77	115.6%	\$178.20	49.7%
1990	\$29,967	\$2,497.25	\$624.31	\$199.00	31.9%	\$678.00	108.6%	\$366.00	58.6%

HOUSEHOLD									
YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	MEDIAN NOT MORTGAGED COST	COST/25% INCOME	MEDIAN MORTGAGE	COST/25% INCOME	MEDIAN RENT	COST/25% INCOME
1970	\$8,610	\$717.50	\$179.38	N/A	N/A	N/A	N/A	\$68.05	37.9%
1980	\$15,205	\$1,267.08	\$316.77	\$115.49	36.5%	\$414.77	130.9%	\$178.20	56.3%
1990	\$24,299	\$2,024.92	\$506.23	\$199.00	39.3%	\$678.00	133.9%	\$366.00	72.3%

INCOME
IN 1970 \$

FAMILY									
YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	MEDIAN NOT MORTGAGED COST	COST/25% INCOME	MEDIAN MORTGAGE	COST/25% INCOME	MEDIAN RENT	COST/25% INCOME
1970	\$9,755	\$812.92	\$203.23	N/A	N/A	N/A	N/A	\$68.05	33.5%
1980	\$8,682	\$723.53	\$180.88	\$58.21	32.2%	\$209.04	115.6%	\$89.81	49.7%
1990	\$8,571	\$714.21	\$178.55	\$56.91	31.9%	\$193.91	108.6%	\$104.68	58.6%

HOUSEHOLD									
YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	MEDIAN NOT MORTGAGED COST	COST/25% INCOME	MEDIAN MORTGAGE	COST/25% INCOME	MEDIAN RENT	COST/25% INCOME
1970	\$8,610	\$717.50	\$179.38	N/A	N/A	N/A	N/A	\$68.05	37.9%
1980	\$7,663	\$638.61	\$159.65	\$58.21	36.5%	\$209.04	130.9%	\$89.81	56.3%
1990	\$6,950	\$579.13	\$144.78	\$56.91	39.3%	\$193.91	133.9%	\$104.68	72.3%

Below is housing occupation by special need groups.

FIGURE 14
SPECIAL HOUSING NEEDS

		UNINCORPORATED COUNTY								
PERSONS WITH WORK DISABILITY										
PREVENTED FROM WORKING		808								
% POPULATION		4.6%								
NOT PREVENTED FROM WORKING		617								
% POPULATION		3.5%								
TOTAL		1425								
% POPULATION		8.1%								
PUBLIC TRANSPORTATION DISABILITY										
AGE 16-64		295								
% POPULATION		1.7%								
AGE 65 +		322								
% POPULATION		1.8%								
TOTAL		248								
% POPULATION		1.4%								
		ALMANOR	CANYON	INDIAN VALLEY	AMERICAN VALLEY	MIDDLE FORK	MOHAWK	SIERRA VALLEY	LAST CHANCE	UNINCORPORATED COUNTY
HOUSEHOLDS WITH 1 OR MORE PERSONS AGE 65 +										
HOUSEHOLDS		556	23	387	555	19	333	213	0	2086
% AREA HOUSEHOLDS		31.6%	21.1%	32.6%	21.9%	35.2%	40.1%	28.1%		28.8%
		ALMANOR	CANYON	INDIAN VALLEY	AMERICAN VALLEY	MIDDLE FORK	MOHAWK	SIERRA VALLEY	LAST CHANCE	UNINCORPORATED COUNTY
LARGE FAMILY HOUSEHOLDS (5 + PERSONS)										
OWNER OCCUPIED		70	0	50	142	1	29	45	0	337
% AREA HOUSEHOLDS		4.0%	0.0%	4.2%	5.6%	1.9%	3.5%	5.9%		4.7%
RENTER OCCUPIED		31	5	47	74	1	11	24	0	193
% AREA HOUSEHOLDS		1.8%	4.6%	4.0%	2.9%	1.9%	1.3%	3.2%		2.7%
TOTAL		101	5	97	216	2	40	69	0	530
% AREA HOUSEHOLDS		5.7%	4.6%	8.2%	8.5%	3.7%	4.8%	9.1%		7.3%
SMALL FAMILY HOUSEHOLDS (4 - PERSONS)										
OWNER OCCUPIED		1011	21	543	1133	31	514	428	0	3681
% AREA HOUSEHOLDS		57.5%	19.3%	45.8%	44.6%	57.4%	61.9%	56.5%		50.9%
RENTER OCCUPIED		286	34	237	538	5	112	105	0	1317
% AREA HOUSEHOLDS		16.3%	31.2%	20.0%	21.2%	9.3%	13.5%	13.9%		18.2%
TOTAL		1297	55	780	1671	36	626	533	0	4998
% AREA HOUSEHOLDS		73.8%	50.5%	65.8%	65.8%	66.7%	75.3%	70.4%		69.1%
SINGLE PERSON HOUSEHOLDS										
OWNER OCCUPIED		193	20	185	282	11	126	117	0	934
% AREA HOUSEHOLDS		11.0%	18.3%	15.6%	11.1%	20.4%	15.2%	15.5%		12.9%
RENTER OCCUPIED		165	30	124	372	3	39	37	0	770
% AREA HOUSEHOLDS		9.4%	27.5%	10.5%	14.6%	5.6%	4.7%	4.9%		10.6%
TOTAL		358	50	309	654	14	165	154	0	1704
% AREA HOUSEHOLDS		20.4%	45.9%	26.1%	25.7%	25.9%	19.9%	20.3%		23.6%
FAMILIES WITH SINGLE HEAD OF HOUSEHOLD										
MALE		45	3	46	85	1	19	28	0	227
% AREA HOUSEHOLDS		2.6%	2.8%	3.9%	3.3%	1.9%	2.3%	3.7%		3.1%
FEMALE		128	15	158	303	4	33	91	0	732
% AREA HOUSEHOLDS		7.3%	13.8%	13.3%	11.9%	7.4%	4.0%	12.0%		10.1%
TOTAL		173	18	204	388	5	52	119	0	959
% AREA HOUSEHOLDS		9.8%	16.5%	17.2%	15.3%	9.3%	6.3%	15.7%		13.3%

WOOD HEATED HOUSING UNITS		COUNTY
	HOUSING UNITS	5150
	% AREA HOUSING UNITS	44.4%

FIGURE 15
HOUSING COSTS
AS % OF INCOME
BY AGE

		RENTER				OWNER				TOTAL		
		Number	Per cent Age	Per cent Renter	Per cent Total	Number	Per cent Age	Per cent Owner	Per cent Total	Number	Per cent Age	Per cent Total
<65 YRS	-25%	780	47.18%	39.65%	14.71%	1542	68.28%	46.24%	29.09%	2322	59.36%	43.80%
	25%+	873	52.82%	44.40%	16.47%	716	31.72%	21.48%	13.51%	1589	40.64%	29.98%
65 YRS +	-25%	92	29.24%	4.66%	1.73%	762	70.81%	22.86%	14.38%	854	61.43%	16.11%
	25%+	222	70.76%	11.28%	4.19%	314	29.19%	9.42%	3.64%	536	38.57%	10.11%

The "persons with work disability" group is not a good indicator of special needs because many work disabilities, such as stress, do not result in special housing needs. The "public transportation disability group" is more indicative of persons likely to have disability related housing needs, such as those confined to wheelchairs. The wheelchair bound need housing designed for wheelchair access to all components. People with bad backs need housing with storage areas that do not require excessive bending or stretching. As the blind are not permitted to drive, they need housing either close to services and commerce or with access to public transportation. Where applicable, the County enforces the State Building, Plumbing and Electrical Codes of Title 24, CCR, which include state regulations for disabled adaptable housing. Where these are not applicable, the County maintains a minimum of governmental regulations, thereby facilitating construction and remodeling of housing to meet the needs of the residents in a manner which expedites the permit process, significantly reduces housing costs and results in needed and sound housing. To provide for housing within walking distance of services and commerce, an undeveloped capacity of 34,553 dwelling units is provided in Prime Opportunity Areas. Public Transportation is provided under the auspices of County Service Area #12, with separate services for the elderly and the general public. The general public service is new and does not yet operate commuter runs. Through the regulations enforced, the maintenance of a minimum of regulations, the provision of ample housing opportunities in Prime Opportunity Areas, and the

integrated density bonus, the problems are reduced to a level of insignificance, and thereby solved.

The needs of elderly households depend on the health and wealth of the elderly. As shown above, 21.5% of the County population is elderly, while about 28.8% of the households have at least one elderly resident. A long increasing component of the elderly population is those who have moved to Plumas County to retire. Estimates derived from the 1950 Census on place this at about 70% of the elderly population. This segment of the elderly population has sufficient wealth to see to its own needs. This is reflected in the per centage of elderly home owners who are not over paying. As clearly shown by Census figures, on file in the Planning Department, elderly households tend to be small, one or two persons, except in the instance of multigenerational households. Of the 169 units constructed in the County under programs of this element, 87 are for elderly. An additional 50 units for elderly have been constructed under the same programs within the City of Portola. The elderly are about 20% of the renter overpaying, 30 % of the owner over paying, and 25 % of the total overpaying. With some fluctuation, the elderly receive about 50% of the public and subsidized housing available. To meet the needs of those elderly with transportation problems, public transportation is provided for the elderly under the auspices of County Service Area #12. In conjunction with the above construction, the other needs are met by maintaining a surplus of lands available for development, as shown below, and by maintaining minimum of governmental regu-

lations so as to preclude artificially inflated costs as well as by the integrated density bonus.

Large Families have 5 or more members. Housing is overcrowded if there is more than one person per room. A review of building permits shows that almost all housing is constructed with at least two rooms which are not bedrooms. Therefore, to avoid overcrowding, large families need dwellings of 3 or more bedrooms. Small families need smaller houses to avoid

overcrowding. Single person households need smaller houses to avoid overcrowding. Families with a single head of household are one person smaller than they would be otherwise. They also are frequently limited to a single income, which often means less money. Housing costs are discussed below.

Below are housing units by number of bedrooms, by number of rooms and by persons per room.

FIGURE 16
HOUSING UNITS
BY NUMBER OF BEDROOMS

# BEDROOMS	OWNER		RENTER		UNOCCUPIED		TOTAL	
	OCCUPIED	%	OCCUPIED	%		%		%
0	61	1.1%	104	3.9%	206	5.4%	371	3.1%
1	350	6.4%	808	30.6%	598	15.7%	1,756	14.7%
2	1,713	31.2%	1,056	40.0%	1,254	32.9%	4,023	33.7%
3	2,663	48.6%	521	19.7%	1,435	37.6%	4,619	38.7%
4	579	10.6%	142	5.4%	281	7.4%	1,002	8.4%
MORE THAN 4	116	2.1%	12	0.5%	43	1.1%	171	1.4%
TOTAL	5,482	45.9%	2,643	22.1%	3,817	32.0%	11,942	100.0%

FIGURE 17
HOUSING UNITS
NUMBER OF ROOMS

# ROOMS	ALMANOR		CANYON		INDIAN		VALLEY		AMERICAN		VALLEY	
	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA
1	35	1.0%	30	16.7%	46	3.3%	102	3.3%				
2	164	4.7%	13	7.2%	93	6.6%	153	5.0%				
3	309	8.8%	28	15.6%	172	12.3%	470	15.4%				
4	568	16.2%	55	30.6%	361	25.8%	603	19.7%				
5	949	27.1%	33	18.3%	290	20.7%	759	24.8%				
6	748	21.3%	10	5.6%	226	16.1%	478	15.6%				
7	418	11.9%	4	2.2%	127	9.1%	294	9.6%				
8	162	4.6%	3	1.7%	46	3.3%	119	3.9%				
9+	153	4.4%	4	2.2%	40	2.9%	83	2.7%				
TOTAL	3506		180		1401		3061					

# ROOMS	MIDDLE		PORK		MOHAWK		SIERRA		VALLEY		LAST		CHANCE		UNINCORPORATED	
	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA
1	8	3.1%	23	1.4%	35	3.9%	9	24.3%	288	2.6%						
2	2	0.8%	38	2.3%	50	5.5%	11	29.7%	524	4.8%						
3	11	4.3%	146	9.0%	87	9.6%	9	24.3%	1232	11.2%						
4	76	29.9%	500	30.8%	210	23.3%	5	13.5%	2378	21.7%						
5	68	26.8%	473	29.2%	218	24.2%	1	2.7%	2791	25.5%						
6	38	15.0%	280	17.3%	156	17.3%	0	0.0%	1936	17.7%						
7	26	10.2%	99	6.1%	78	8.6%	0	0.0%	1046	9.5%						
8	2	0.8%	37	2.3%	38	4.2%	2	5.4%	409	3.7%						
9+	23	9.1%	25	1.5%	30	3.3%	0	0.0%	358	3.3%						
TOTAL	254		1621		902		37		10962							

FIGURE 18
HOUSING UNITS
PERSONS PER ROOM

	ALMANOR NUMBER	% AREA	CANYON NUMBER	% AREA	INDIAN VALLEY NUMBER	% AREA	AMERICAN VALLEY NUMBER	% AREA
Persons per Room								
0.50 OR FEWER	1260	71.8%	65	59.1%	763	64.3%	1592	62.6%
0.51 - 1.00	454	25.9%	40	36.4%	354	29.8%	841	33.1%
1.01 - 1.50	28	1.6%	3	2.7%	48	4.0%	68	2.7%
1.51 - 2.00	13	0.7%	1	0.9%	14	1.2%	32	1.3%
2.01 OR MORE	1	0.1%	1	0.9%	7	0.6%	9	0.4%
TOTAL	1756		110		1186		2542	

	MIDDLE FORK NUMBER	% AREA	MOHAWK NUMBER	% AREA	SIERRA VALLEY NUMBER	% AREA	LAST CHANCE NUMBER	% AREA	UNINCORPORATED COUNTY NUMBER	% AREA
Persons per Room										
0.50 OR FEWER	39	75.0%	617	74.2%	464	65.4%	0	ERR	4800	66.8%
0.51 - 1.00	11	21.2%	193	23.2%	210	29.6%	0	ERR	2103	29.3%
1.01 - 1.50	1	1.9%	12	1.4%	19	2.7%	0	ERR	179	2.5%
1.51 - 2.00	1	1.9%	7	0.8%	11	1.5%	0	ERR	79	1.1%
2.01 OR MORE	0	0.0%	2	0.2%	6	0.8%	0	ERR	26	0.4%
TOTAL	52		831		710		0		7187	

It can be clearly seen that there is an adequate number of large houses and small houses. As can be clearly seen, the maintenance of a minimum of government regulations and of a surplus of lands available for development and the integrated density bonus have resulted in an abundant supply of minimum size housing for large families as well as an abundant supply of larger than minimum size housing for those groups needing smaller minimum size housing.

To provide additional housing opportunities for all one or two person households, including, but not limited to the elderly, Plumas County permits in all residential zones, except the Multiple Family, a guest house of no more than 1200 square feet, for no more than two people and a guest room of unlimited size, in the same structure as a dwelling unit, for no more than two people. These can be fully equipped living facilities. They can be mobile homes or manufactured housing in the same manner as a dwelling unit. The density of the Multiple Family Residential areas, 21.8 dwelling units per acre, is considered to provide adequate opportunity for smaller units without additional provision for smaller units, and is also considered the maximum possible density consis-

tent with public health, safety and general welfare.

In Figure 29 are the waiting lists for subsidized and Section 8 housing. The average time on the waiting lists runs from 2 to 10 months, depending on the program and the size of housing needed. While 2 to 10 months is long for those waiting, from a State-wide perspective, it is a short term waiting list.

"Farmworker housing need is minimal in the county; and, to the extent it exists, it is included in the very low and other lower income allocations" *Regional Housing Needs Plan for Plumas County*.

Wood heated households require 3 to 20 cords of wood a year, depending on the size and energy efficiency of the house, the heating pattern of the occupants, the efficiency of the stove or fireplace, the type of wood burned, and the severity of the winter.

Wood supply is dependent on policies of the U.S. Forest Service. Except for time, wood can be obtained cheaply after the initial equipment investment. The cost of purchasing cut and split wood is now about \$80 per cord.

Wood heating is a major cause of house fires. To reduce this adverse effect on the housing supply, a building permit is required for installation of woodstoves, assuring proper installation.

Household Characteristics

Plumas County housing comes in all styles and forms. Housing units range in value from less than \$0 to in excess of \$400,000. Rental costs are consistent with the housing values ranging from \$0 to over \$1,000 per month.

Below are shown monthly housing costs for renters and for owners with and without mortgages in both current and constant (1970) dollars. Figure 10, above, shows average monthly housing costs for the three groups proportionate to 25% of median monthly income in both current and constant (1970) dollars. Median income is falling, but ownership costs have decreased proportionately, though the median mortgage is high. Median rental costs continue to rise, but remain reasonable, proportionate to median income.

FIGURE 19
HOUSING UNITS
CONTRACT RENT

	ALMANOR		CANYON		INDIAN VALLEY		AMERICAN VALLEY	
	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA
RENT								
Less than \$100	29	6.1%	12	20.7%	17	4.6%	50	5.2%
\$100 - \$149	34	7.2%	9	15.5%	52	14.1%	86	9.0%
\$150 - \$199	34	7.2%	6	10.3%	48	13.0%	107	11.2%
\$200 - \$249	75	15.8%	9	15.5%	68	18.4%	123	12.9%
\$250 - \$299	59	12.4%	4	6.9%	59	15.9%	117	12.3%
\$300 - \$349	55	11.6%	1	1.7%	44	11.9%	156	16.4%
\$350 - \$399	45	9.5%	5	8.6%	27	7.3%	95	10.0%
\$400 - \$449	32	6.7%	2	3.4%	17	4.6%	73	7.7%
\$450 - \$499	24	5.1%	2	3.4%	0	0.0%	38	4.0%
\$500 - \$549	23	4.8%	1	1.7%	4	1.1%	24	2.5%
\$550 - \$599	14	2.9%	0	0.0%	2	0.5%		1.4%
\$600 - \$649	9	1.9%	0	0.0%	0	0.0%	18	1.9%
\$650 - \$699	0	0.0%	0	0.0%	1	0.3%	2	0.2%
\$700 - \$749	0	0.0%	0	0.0%	0	0.0%	3	0.3%
\$750 - \$999	3	0.6%	0	0.0%	1	0.3%	2	0.2%
\$1,000 or more	0	0.0%	0	0.0%	0	0.0%	1	0.1%
No cash rent	39	8.2%	7	12.1%	30	8.1%	46	4.8%
TOTAL	475		58		370		954	

	MIDDLE FORK		MOHAWK		SIERRA VALLEY		LAST CHANCE COUNTY		UNINCORPORATED	
	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA	NUMBER	% AREA
RENT										
Less than \$100	0	0.0%	7	5.0%	7	4.5%	0 ERR		122	5.6%
\$100 - \$149	0	0.0%	4	2.9%	10	6.4%	0 ERR		195	9.0%
\$150 - \$199	1	11.1%	3	2.1%	9	5.7%	0 ERR		208	9.6%
\$200 - \$249	2	22.2%	12	8.6%	22	14.0%	0 ERR		311	14.4%
\$250 - \$299	0	0.0%	18	12.9%	33	21.0%	0 ERR		290	13.4%
\$300 - \$349	0	0.0%	14	10.0%	18	11.5%	0 ERR		288	13.3%
\$350 - \$399	0	0.0%	15	10.7%	16	10.2%	0 ERR		203	9.4%
\$400 - \$449	2	22.2%	21	15.0%	9	5.7%	0 ERR		156	7.2%
\$450 - \$499	0	0.0%	4	2.9%	7	4.5%	0 ERR		75	3.5%
\$500 - \$549	0	0.0%	10	7.1%	4	2.5%	0 ERR		66	3.1%
\$550 - \$599	0	0.0%	12	8.6%	2	1.3%	0 ERR		43	2.0%
\$600 - \$649	0	0.0%	2	1.4%	2	1.3%	0 ERR		31	1.4%
\$650 - \$699	0	0.0%	1	0.7%	0	0.0%	0 ERR		4	0.2%
\$700 - \$749	1	11.1%	1	0.7%	1	0.6%	0 ERR		6	0.3%
\$750 - \$999	0	0.0%	0	0.0%	0	0.0%	0 ERR		6	0.3%
\$1,000 or more	0	0.0%	1	0.7%	0	0.0%	0 ERR		2	0.1%
No cash rent	3	33.3%	15	10.7%	17	10.8%	0 ERR		157	7.3%
TOTAL	9		140		157		0		2163	

FIGURE 20
HOUSING UNITS
CONTRACT RENT
1970 \$

	ALMANOR NUMBER	% AREA	CANYON NUMBER	% AREA	INDIAN NUMBER	% AREA	VALLEY NUMBER	% AREA	AMERICAN NUMBER	% AREA	VALLEY NUMBER	% AREA
RENT												
Less than \$100	286	60.2%	40	69.0%	288	77.8%	639	67.0%				
\$100 - \$149	113	23.8%	9	15.5%	44	11.9%	218	22.9%				
\$150 - \$199	34	7.2%	2	3.4%	6	1.6%	45	4.7%				
\$200 - \$249	0	0.0%	0	0.0%	0	0.0%	3	0.3%				
\$250 - \$299	3	0.6%	0	0.0%	2	0.5%	3	0.3%				
No cash rent	39	8.2%	7	12.1%	30	8.1%	46	4.8%				
TOTAL	475		58		370		954					

	MIDDLE NUMBER	FORK % AREA	MOHAWK NUMBER	% AREA	SIBERRA NUMBER	VALLEY % AREA	LAST NUMBER	% AREA	CHANCE NUMBER	COUNTY % AREA
RENT										
Less than \$100	3	33.3%	58	41.4%	105	66.9%	0	ERR	1419	65.6%
\$100 - \$149	2	22.2%	45	32.1%	31	19.7%	0	ERR	462	21.4%
\$150 - \$199	0	0.0%	20	14.3%	3	1.9%	0	ERR	110	5.1%
\$200 - \$249	1	11.1%	1	0.7%	1	0.6%	0	ERR	6	0.3%
\$250 - \$299	0	0.0%	1	0.7%	0	0.0%	0	ERR	9	0.4%
No cash rent	3	33.3%	15	10.7%	17	10.8%	0	ERR	157	7.3%
TOTAL	9		140		157		0		2163	

FIGURE 21
HOUSING UNITS
MONTHLY OWNER COSTS

	WITH A MORTGAGE		NOT MORTGAGED		UNINCORP	COUNTY
	NUMBER	%	NUMBER	%	NUMBER	%
COST						
Less than \$200	5	0.2%	838	50.4%	843	22.0%
\$200 - \$299	59	2.7%	608	36.6%	667	17.4%
\$300 - \$399	219	10.1%	162	9.7%	381	9.9%
\$400 - \$499	294	13.6%	55	3.3%	349	9.1%
\$500 - \$599	254	11.7%	0	0.0%	254	6.6%
\$600 - \$699	324	15.0%	0	0.0%	324	8.5%
\$700 - \$799	264	12.2%	0	0.0%	264	6.9%
\$800 - \$899	233	10.8%	0	0.0%	233	6.1%
\$900 - \$999	159	7.3%	0	0.0%	159	4.2%
\$1,000 - \$1,249	197	9.1%	0	0.0%	197	5.1%
\$1,250 - \$1,499	91	4.2%	0	0.0%	91	2.4%
\$1,500 - \$1,999	47	2.2%	0	0.0%	47	1.2%
\$2,000 or more	21	1.0%	0	0.0%	21	0.5%
TOTAL	2167		1663		3830	

FIGURE 22
HOUSING UNITS
MONTHLY OWNER COSTS
1970 \$

	WITH A MORTGAGE		NOT MORTGAGED		UNINCORP	COUNTY
	NUMBER	%	NUMBER	%	NUMBER	%
COST						
Less than \$200	1155	53.3%	1663	100.0%	2818	73.6%
\$200 - \$299	693	32.0%	0	0.0%	693	18.1%
\$300 - \$399	213	9.8%	0	0.0%	213	5.6%
\$400 - \$499	60	2.8%	0	0.0%	60	1.6%
\$500 - \$599	45	2.1%	0	0.0%	45	1.2%
\$600 - \$699	0	0.0%	0	0.0%	0	0.0%
TOTAL	2166		1663		3829	

FIGURE 23
HOUSING COSTS
AS % OF INCOME

	Renter Occupied				Owner Occupied				Total		
	Number	Per Cent Income	Per Cent Renter	Per Cent Total	Number	Per Cent Income	Per Cent Owner	Per Cent Total	Number	Per Cent Income	Per Cent Total
<\$10,000											
0-24%	19	3.14%	0.97%	0.36%	60	17.29%	1.77%	1.12%	79	8.29%	1.48%
25% +	587	96.86%	30.01%	10.99%	287	82.71%	8.48%	5.38%	874	91.71%	16.37%
\$10,000 - \$19,999											
0-24%	134	24.41%	6.85%	2.51%	413	63.34%	12.21%	7.74%	547	45.55%	10.25%
25% +	415	75.59%	21.22%	7.77%	239	36.66%	7.06%	4.48%	654	54.45%	12.25%
\$20,000 - \$34,999											
0-24%	343	79.40%	17.54%	6.42%	621	70.81%	18.36%	11.63%	964	73.64%	18.06%
25% +	89	20.60%	4.55%	1.67%	256	29.19%	7.57%	4.79%	345	26.36%	6.46%
\$35,000 - \$49,999											
0-24%	239	98.35%	12.22%	4.48%	567	72.32%	16.76%	10.62%	806	78.48%	15.10%
25% +	4	1.65%	0.20%	0.07%	217	27.68%	6.41%	4.06%	221	21.52%	4.14%
\$50,000+											
0-24%	126	100.00%	6.44%	2.36%	692	95.71%	20.46%	12.96%	818	96.35%	15.32%
25% +	0	0.00%	0.00%	0.00%	31	4.29%	0.92%	0.58%	31	3.65%	0.58%
Total	1956				3383				5339		

Overpayment is highest among lower income groups. As can be seen below, employment has dropped substantially in the better paying manufacturing jobs while increasing in the generally lower paying service jobs. This is reflected in the decreasing median income.

FIGURE 24
LABOR FORCE,
EMPLOYMENT & UNEMPLOYMENT

YEAR	LABOR FORCE		UNEMPLOYMENT	
	FORCE	EMPLOYMENT	NUMBER	RATE
1983	8,400	7,025	1,375	16.4%
1984	8,775	7,475	1,300	14.8%
1985	8,425	7,225	1,200	14.2%
1986	8,400	7,400	1,000	11.9%
1987	8,425	7,500	925	11.0%
1988	8,550	7,700	850	9.9%
1989	8,750	7,875	875	10.0%
1990	8,775	7,875	900	10.3%
1991	8,775	7,725	1,050	12.0%

FIGURE 25
WAGE & SALARY EMPLOYMENT

	1970		1980		1990		1991	
AGRICULTURAL	150	3.6%	50	0.9%	75	1.1%	75	1.2%
MINING	75	1.8%	75	1.3%	50	0.8%	50	0.8%
CONSTRUCTION	200	4.8%	150	2.6%	300	4.6%	275	4.3%
MANUFACTURING	950	22.8%	1,100	19.0%	1,000	15.3%	950	14.7%
Lumber & Wood Products	925	22.2%	1,000	17.3%	850	13.0%	825	12.8%
Other	25	0.6%	100	1.7%	150	2.3%	125	1.9%
TRANSPORTATION & PUBLIC UTILITIES	600	14.4%	600	10.4%	475	7.3%	500	7.8%
WHOLESALE TRADE	45	1.1%	50	0.9%	100	1.5%	100	1.6%
RETAIL TRADE	455	10.9%	950	16.5%	1,150	17.6%	1,125	17.4%
FINANCE, INSURANCE & REAL ESTATE	125	3.0%	200	3.5%	275	4.2%	275	4.3%
SERVICES	400	9.6%	675	11.7%	1,000	15.3%	1,025	15.9%
GOVERNMENT	1,175	28.1%	1,925	33.3%	2,125	32.4%	2,075	32.2%
Federal	300	7.2%	575	10.0%	650	9.9%	575	8.9%
State, Local & Education	875	21.0%	1,350	23.4%	1,500	22.9%	1,525	23.6%
TOTAL	4,175	100.0%	5,775	100.0%	6,550	100.0%	6,450	100.0%

Figure 18, above, gives overcrowding information. Overcrowding is lessening toward a level of insignificance. This is an example of the effectiveness of current programs and methods. At these rates, overcrowding can be expected to be null by 2009.

Household occupations by housing type are given in Figures 2 and 3.

Persons in Need of Emergency Shelter

Contact with the local groups which provide emergency shelter indicates an estimate of 2 persons per day lacking permanent shelter. These groups were not able to provide type data. These groups work cooperatively with the Plumas Crisis Intervention and Resource Center, which in turn works with the Department of Social Services, thereby ensuring efficient service to those in need of emergency shelter.

In addition, the Department of Social Services averages 4 families per month (0.13 families per day) who are provided AFDC Homelessness Assistance. This assistance is provided only to families; single persons are referred to the local private groups discussed above. Thence, it can be assumed that most of those served by those groups are individuals. The Department of Social Services describes an unspecified majority of those families assisted as single mothers and their children.

Shelter is typically provided in local motels. All providers indicated never having ever been unable to obtain shelter. There is no unmet need for emergency shelter or transitional housing.

Emergency Shelter and Transitional Housing Sites

The Multiple Family Residential Areas are Transitional Housing zones. They are in Prime Opportunity Areas, are within reasonable distance of public agencies and transportation services and are in areas where the infrastructure exists, thereby precluding unusually high site development expenditures. The Recreation and Periphery and Convenience Commercial zones all are generally in like locations and all permit lodging facilities, which is conducive to emergency shelter use. The Recreation and Periphery and Convenience Commercial areas are emergency shelter zones.

There are 568 acres in Multiple Family Residential, 8,534 acres in Recreation, and 1322 acres of Periphery and Convenience Commercial. Lodging facilities average a greater density than the 21.8 units per acre of the Multiple Family Residential. Therefore, a conservative estimate based on 21.8 units per acre yields a potential for 23,077 units of emergency shelter or transitional housing. This is adequate.

LAND INVENTORY

The Plumas County General Plan establishes opportunity of housing which considers: Natural resources, resource production, public safety and scenic quality. Within the available housing areas, densities are established consistent with public service availability.

**FIGURE 26
LAND PRESENTLY DEVELOPED
OR AVAILABLE FOR DEVELOPMENT
WITHIN THE VARIOUS DENSITY RANGES**

	MAXIMUM DENSITY	ACREAGE	ACREAGE DEVELOPED	ACREAGE VACANT	TOTAL DWELLING UNIT CAPACITY	REMAINING DWELLING UNIT CAPACITY
NON-HISTORIC						
Prime Opportunity Area		9,309	1,636	7,673	41,883	34,337
2-R	2 D.U. per acre	2,405	500	1,905	4,810	3,810
3-R	3 D.U. per acre	4,882	592	4,290	14,646	12,870
7-R	7 D.U. per acre	1,463	479	984	10,241	6,888
M-R	21.8 D.U. per acre	559	65	494	12,186	10,769
Prime Expansion Area	10 acres per D.U.	2,256	185	2,071	226	207
Suburban Area	1 acre per D.U.	8,045	880	7,165	8,045	7,165
Agricultural Buffer Area	10 acres per D.U.	8,168	525	7,643	817	764
Secondary Suburban Area	3 acres per D.U.	20,645	2,505	18,140	6,882	6,047
Rural Area	10 acres per D.U.	14,796	2,210	12,586	1,480	1,259
Limited Opportunity Area	20 acres per D.U.	23,630	1,769	21,861	1,182	1,093
TOTAL		86,849	9,710	77,139	60,513	50,872
HISTORIC						
Prime Opportunity Area		65	34	31	444	216
2-R	2 D.U. per acre	28	13	15	56	30
3-R	3 D.U. per acre	1	1	0	3	0
7-R	7 D.U. per acre	27	16	11	189	77
M-R	21.8 D.U. per acre	9	4	5	196	109
Prime Expansion Area	10 acres per D.U.	4	4	0	0	0
Suburban Area	1 acre per D.U.	0	0	0	0	0
Agricultural Buffer Area	10 acres per D.U.	0	0	0	0	0
Secondary Suburban Area	3 acres per D.U.	0	0	0	0	0
Rural Area	10 acres per D.U.	0	0	0	0	0
Limited Opportunity Area	20 acres per D.U.	0	0	0	0	0
TOTAL		69	38	31	445	216

Required Services

Prime Opportunity Areas:

Year-round maintained access, fire protection, community water, community sewer, electricity

Moderate Opportunity Areas

Prime Expansion Areas:

Suburban Areas:

Agricultural Buffer Areas:

Secondary Suburban Areas:

Rural Areas:

Gravelled roads

Paved roads, fire protection, electricity

Gravelled roads

Gravelled roads

Gravelled roads

Limited Opportunity Areas: Access

FIGURE 27
HOUSING COSTS
BY OPPORTUNITY AREA

	Median Rent	Median Mortgage	Median Cost No Mortgage		Median Rent	Median Mortgage	Median Cost No Mortgage
ALMANOR				CANYON			
Prime Opportunity	\$303.35	\$695.07	\$266.16	Prime Opportunity	NONE	NONE	NONE
Moderate & Limited Opportunity	\$317.51	\$897.78	\$200.09	Moderate & Limited Opportunity	\$183.00	\$650.00	\$202.00
INDIAN VALLEY				AMERICAN VALLEY			
Prime Opportunity	\$223.00	\$525.00	\$140.00	Prime Opportunity	\$284.97	\$660.68	\$188.24
Moderate & Limited Opportunity	\$285.01	\$469.47	\$171.26	Moderate & Limited Opportunity	\$283.73	\$749.96	\$164.07
MIDDLE FORK				MOHAWK			
Prime Opportunity	\$413.00	\$0.00	\$175.00	Prime Opportunity	\$446.50	\$850.63	\$233.08
Moderate & Limited Opportunity	\$230.00	\$775.00	\$223.00	Moderate & Limited Opportunity	\$326.02	\$620.29	\$143.61
SIERRA VALLEY				LAST CHANCE			
Prime Opportunity	\$281.00	\$732.00	\$187.00	Prime Opportunity	NONE	NONE	NONE
Moderate & Limited Opportunity	\$319.85	\$814.26	\$192.73	Moderate & Limited Opportunity	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
UNINCORPORATED COUNTY							
Prime Opportunity	\$286.99	\$685.82	\$221.31				
Moderate & Limited Opportunity	\$286.54	\$678.04	\$167.93				

The established required services are the minimum to protect public health, safety and welfare for the densities allowed.

Figure 26 shows the land presently developed or available for development within the various density ranges.

Lands suitable for low income housing are those outside "historic" areas. Development within the historic classification may involve greater costs due to design and appearance requirements.

As Figure 27 shows, median housing costs vary from one area to another, but the County-wide median is about the same for Prime Opportunity areas and Moderate and Limited Opportunity Areas. All opportunity areas are available for meeting new construction needs for all income groups.

Terminable Assisted Housing Developments

Below are those existing housing developments that are subject to change from low income housing uses during the next ten years because of terminations of subsidy contracts, mortgage prepayment, or expirations of restrictions on use.

FIGURE 28
LOW INCOME RENTAL UNITS
SUBJECT TO TERMINATION
OF FEDERAL MORTGAGE OR RENT SUBSIDIES

PROJECT	OWNER	PHA PROJECT #	LOAN AMOUNT	SECTION 8 CONTRACT #	TOTAL	UNITS	DATE OF	
		SECTION OF ACT	LOAN TERM, INTEREST RATE	PROGRAM/FINANCE TYPE	TOTAL	ELDERLY		EARLIEST
		OWNER/TENANT TYPE	PROCESSING STATUS	SECTION 8 TYPE				SUBSIDY
		RENT,SUP,FLEX,TPA	FINAL ENDORSEMENT DATE	HAP AGREE/EXEC DATE	PHA	SECTION 8		PHA
				CA30K070001	0	50	30SEPT99	
				MOD REHAB	0	16	(+0)	
VALLEY HEIGHTS APTS	KEN W HUNT	13635643	\$1,794,700.00	CA300009001	48	47	23AUG02	
1374 PEPPARD PLAT RD	3665 N LAKESHORE B	221(D)(4)	40	NEW CON PHA	0	0	(+0)	
QUINCY CA 95971	LOOMIS CA 95650	PM FAM	FINAL ENDRS CURRENT					

Based on current value, building costs, and adjusted for inflation at current levels, the cost of replacing or purchasing Valley Heights Apartments in 2002 would be \$3,375,971, or about \$600,000 in 1970 dollars. Assuming inflation at it's 40 year average rate, the cost will be \$3,541,834; or about \$595,390 in 1970 dollars. Changes in land values and building costs will also affect costs. These effects cannot be reliably foreseen.

Current programs include maintaining the assistance level, replacing the other, terminable, units, so there will be no replacement or purchase costs.

The Plumas County Community Development Commission is the entity known to Plumas County with the legal and managerial capacity to manage these housing developments.

Plumas County does not have a redevelopment agency, funds which might be received by such an agency are not available. The Plumas County Community Development Commission has no available administrative fees.

For Valley Heights Apartments, if prepayment is begun, the Plumas County Community Development Commission will intervene as it did in Portola with an offer to purchase, using funds, including Community Development Block Grant Program funds, as available when the need arises, in its usual flexible and effective manner.

Land Use Controls

These governmental constraints are

either those required by the State or are the minimum necessary for public health, safety and welfare. The requirements were determined to be minimal at time of adoption. No new information has been found or provided demonstrating them to be more than minimal. Plumas County has no control over the former.

(1) Plumas County has adopted the minimum development requirements necessary to protect public health and safety. Land use densities provide for the maximum potential relative to the public services required. Plumas County has adopted Water Quality Control Board Standards relative to the use of septic tank/ leachfield systems (State minimum). Required road standards are the minimum necessary to maintain yearround access, 18 feet, as required by the State through the State Responsibility Area Fire Safe Regulations. Community Water systems are required where densities exceed 1 dwelling unit per acre. Fire protection and power are required where densities are greater than 3 acres per dwelling unit.

(2) Plumas County has the minimum building code requirements required by the State of California, which include: 1991 Uniform Building Code; 1991 Uniform Code for the Abatement of Dangerous Buildings; 1990 National Electrical Code; 1991 Uniform Housing Code; 1991 Uniform Mechanical Code; 1991 Uniform Plumbing Code; 1991 Uniform Sign Code; 1991 Uniform Swimming Pool Code; 1991 Uniform Fire Code; California Energy Compliance Standards. Enforcement

of the Building Code is provided by the County Building Inspectors.

(3) Required development improvements are set forth above and include:

- a) Prime Opportunity Areas: paved roads, community water systems, maybe community sewer systems, fire protection and electricity.

Paved roads facilitate emergency services, including fire protection. Under the Uniform Fire Code, an onsite twenty foot all-weather service fire apparatus access road (driveway) could be required by the chiefs of the fire protection entities. The road requirement provides comparable access to the property. The community water system has, depending on density, the same or lesser requirements than the Uniform Fire Code. Sewerage disposal requirements are the minimum permitted by the State. Because of small parcel sizes and the proximity of structures, fire protection is needed if conflagrations are to be avoided. Electricity is useful for heat, lighting and food preservation.

- b) Suburban Areas: Paved roads, fire protection and electricity;

Paved roads facilitate emergency services, including fire protection. Under the Uniform Fire Code, an onsite twenty foot all-weather service fire apparatus access road (driveway) could be required by the chiefs of the fire protection entities. The road requirement provides comparable access to the property. Because of small parcel sizes and the proximity of structures, fire protection is needed if conflagrations are to be avoided. Electricity is useful for heat, lighting and food preservation.

- c) Other Moderate Opportunity Areas: road access;

Access permits both the property owner and emergency services access to the property.

- d) Limited Opportunity Areas: access.

Access permits both the property owner and emergency services access to the property.

Where existing County roads do not meet minimum standards to accommodate new development, on site right-of-way is required and generally a payment of a prorated share of the necessary improvements is required of the developer. Development involving private roads requires off site improvement as necessary to provide access to a State Highway or Major Thoroughfare.

- (4) Other than to recover mitigation monitoring costs, on-site road and utility easements, the pro-rated road payment and the maintenance of the existing level of fire protection (as discussed in Supplement V to EIR #39), Plumas County does not require fees or exactions. The California Department of Fish and Game collects "Environmental Document Application / Filing Fees" on projects subject to the California Environmental Quality Act under the authority of Section 711.4 of the Fish and Game Code. To reduce this burden, Plumas County has made explicit the hitherto implicit nature of the Plumas County General Plan as a Specific Plan. This makes the exemption of Section 15182 of the State CEQA guidelines available for use, thereby avoiding unnecessary environmental documents and the need to pay "Environmental Document Application / Filing Fees. All school districts in the County have established developer fees under Government Code Sections 53080 and 65995. To reduce this burden, Plumas County made extraordinary efforts to accelerate processing of building permit applications before the effective date of the fees.

- (5) Processing and permit procedures. Plumas County has established areas for development and areas for resource protection. Within development areas, projects consistent with the established density are subjected to only those requirements and time delays

required by the State of California. The typical residential development project involves the submittal of a tentative land division map or a planned development permit application. The application is reviewed for completeness and potential environmental impact (30 days).

Most residential developments which are consistent with the General Plan and which have mitigated all identified impacts will be scheduled for hearing by the Zoning Administrator. Application approval is generally given within 30 days of completeness determination for projects not subject to further environmental review.

Projects which are subject to an Environmental Impact Report or which are highly controversial may be delayed through the EIR or appeal process, resulting in the maximum time provided for a decision.

Application and final map costs are provided in Appendix IV. Residential lot development fees are provided in Appendix IV.

The longest delays to which projects are subject are the result of State agencies refusing to comply with the requirements of Sections 15082(b) of the State CEQA Guidelines and 21081.6 of the Public Resources Code.

- (6) Zoning. Zones require provision of off-street parking sufficient for the use, limit building height to that in which fire may be suppressed, limit lot coverage in areas zoned for less than 1 acre per dwelling unit, and establish building setbacks from property lines for access, especially for fire suppression.

- a) Parking. Residential parking requirements are two off street spaces per dwelling unit and one for a guest house or additional quarters. Parking requirements can be administratively modified, where justified. Off street parking is a minimal safety standard, so that vehicles can be parked off the street, facilitating snow removal, which is important to the provision of emer-

gency services.

- b) Height. The residential height limit is 35 feet. This is based on the typical capacity of fire departments in the County to suppress fires. The height limit is a minimal safety standard.
- c) Setbacks. The residential setbacks are 20 feet front and five feet per story sides and rear, or 20 feet front and 30 feet sides and rear under the State Responsibility Area Fire Safe Regulations. The former provides minimal accessibility for fire protection. The addition side and rear setbacks under the Fire Safe Regulations are those mandated by the State as the minimum necessary for safety.
- d) Coverage. In Prime Opportunity areas, the 50% building coverage limitation provides area for snow storage, both for what may slide from a roof and for that which needs to be shovelled off in heavy storms. This is a minimal safety measure. It is not required in larger acreage zones because dwellings covering more than a half acre are unlikely.

- (7) Historic Areas. The historic areas are 1.06% of the total Prime Opportunity Area dwelling unit capacity, 0.63 % of the Prime Opportunity vacant capacity, 0.74% of the total County dwelling unit capacity and 0.42% of the total County vacant capacity. This poses no significant constraint to providing housing affordable to all income levels.

Non-governmental Constraints

- (1) Availability of financing. Financing for new home construction and resales is available in Plumas County. Interest rates are generally equal to the prevailing rural California rates.
- (2) Land price. Land prices in Plumas County are thought to be based upon the original cost of land plus costs of improvements plus profit. The average cost of improvements in a prime opportunity area, not considering recre-

ational subdivisions, are 7% of the lot price. An increase or decrease within the normal range does not affect land costs. These variations are absorbed in the profit. The controlling factors appear to be original purchase price and demand. Lot costs in Plumas County range from \$8,000 to \$100,000+.

- (3) Cost of construction. \$ 55 per square foot is a generally accepted minimum cost for a contractor built home. A common practice in the County is the owner-built home, which can reduce costs per foot. Generally, the addition of amenities is the prime motivation rather than achieving the basic necessities for the least cost.

Energy Conservation

All residential development in Plumas County must conform to Solar Design Standards provided by California. Due to steep slopes and natural vegetative cover, solar access is sometimes difficult. In order to allow unlimited alternatives and creativity, Plumas County has established minimum setback requirements and maximum height limits, consistent with fire safety standards to allow maximum utilization of solar energy. The Plumas County Community Development Commission (PCCDC), in conjunction with Pacific Gas and Electric Company and U. S. Department of Energy funds through the California Department of Economic Opportunity, instituted a weatherization program which has involved 600 dwelling units to date. This program will continue creating greater heating efficiency of lower income homes.

HOUSING PROGRAM

The Plumas County General Plan provides the potential for 34,337 additional dwelling units in prime opportunity areas without "historic" limitations. This capacity provides unencumbered opportunities for development of housing consistent with demand. The prime opportunity areas are divided into four residential density classifications: 2, 3, 7 and 21.8 dwelling units per acre. Development consistent with the designated density may, in all cases, take the form of on site construction or manufactured housing. Maximum capacity for construction is computed from

gross acreage. For subdivision in Prime Opportunity and Suburban areas, maximum capacity is computed from net acreage, the area remaining after road easements are subtracted. Under a planned development permit, all other factors permitting, potential units lost to netting may be regained if a commitment to construct that many units is made. Any dwelling units or permitted guest house may be owner occupied or rented. Utilization of land for mobilehomes is permitted in all areas designated for 21.8 units per acre and is possible subject to combining zoning, on a foundation system or under a planned development permit in all other residential areas.

The Plumas County Community Development Commission (PCCDC) shall continue to utilize all available programs to provide housing units as specified within the Housing Element throughout the Prime Opportunity Areas in order to meet the Housing Goal.

Plumas County has adopted the minimum development requirements necessary to protect public health and safety. Plumas County has adopted the maximum possible densities consistent with the availability of or provision for the minimum services and improvements necessary to ensure public health, safety and welfare at those densities.

In achieving the Housing Goal, additional regulatory concessions and incentives and density bonuses will not be provided as those have been provided since 1983-4 by integration into the General Plan through establishing maximum densities and minimum development requirements necessary to protect the public health and safety. Any variance from these provisions would lead to long term and short term problems and violations of State Law. It is the goal of Plumas County to continue to make housing available to all economic segments of Plumas County, by utilizing the minimum of governmental constraints.

The maximum densities and minimum development requirements are provided as effective alternatives to density bonuses and regulatory concessions. The only way density bonuses or regulatory concessions could be provided without endangering public health and safety would be to decrease the per-

mitted densities, increase development requirements and subject projects to greater delays and paperwork. This would increase housing costs. Plumas County does not consider increasing housing costs to be an effective way to make housing available to all economic segments.

The PCCDC will utilize all available programs which include, but are not limited to, the County Revolving Loan Fund and Community Development Block Grants in order to improve the existing housing stock and achieve the Housing Element Goal.

New housing will be provided utilizing private development, Farmers Home Administration programs and other State and Federal programs when available. The PCCDC will proceed with its recently authorized Mortgage Credit Certificate Program. The PCCDC shall promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color to the greatest extent possible by providing a receiving and referral service for complaints of housing discrimination. All County subsidized housing programs shall provide housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

Persons in need of emergency shelter and transitional housing are provided for by designation of certain areas as shelter and transitional housing zones.

The PCCDC provides local housing counseling services.

The PCCDC makes information on fair housing available to the public through presentations to various community groups as needed and on request and as part of the two annual CDBG public meetings.

The PCCDC currently provides technical assistance and seeks funds for infrastructure repair, upgrade and purchase to and for the following, districts and communities, as requested.

Greenville Community Services
District: sewer

Crescent Mills: water

Chester: Public Utility District:
sewer

East Quincy Community Services
District: sewer

Keddie: water

FIGURE 29

PROGRAM	BEDROOM SIZE					
	0	1	2	3	4	TOTALS
A. Sec. 8 Mod Rehab						
Authorized Units in Program	3	21	22	3	1	50
B. Sec. 8 Rental Assistance						
Units in Program	2	76	84	57	3	222
C. Waiting Lists						
Waiting List/# Households	3	72	120	41	9	245
Avg. Stay on Waiting List (mos)		2-6	2-10	2-8	3-10	

**FIGURE 30
SUBSIDIZED HOUSING**

	1 bedroom	2 bedroom	3 bedroom	Total
GREEN MEADOWS Greenville	24	14	9	47
SIERRA MEADOWS Chester	25	14	10	49
WAITING LIST				
Elderly	13	0	0	13
Family	3	21	2	26
Total	16	21	2	39
WILDWOOD CONGREGATE				
Chester	15	0	0	15
Phase 2	10	0	0	10
(moderate income)				
(ca. 1996)				
Total	25	0	0	25
TOTAL	90	49	21	121
PRIVATE				
CHESTER				16
QUINCY				177
TOTAL				193
GRAND TOTAL				314

**FIVE YEAR IMPLEMENTATION PROGRAM
(1992 to 1997 review and revision)**

1. Rehabilitation: Continue utilization of Rehabilitation Revolving Fund. Utilize additional State and Federal Programs which may become available. (Community Block Grant Program, Farmers Home 502 and 504 and HCD deferred payment rehabilitation loans as authorized in Proposition 77 in June 1988.)

Annual Need/Action to Meet Five Year Demand: Opportunism, minimum of governmental regulations.

Responsible Agency: Plumas County Community Development Commission and Plumas County Planning Department.

Quantified Goal: 100 units; 2/3 very low income, 1/3 low income.

Annual Need/ Action to Meet Five Year Demand: 20 units per year.

Responsible Agency: Plumas County Community Development Commission.

Projected construction, all sectors, through 1997:

Total	1,556
Very Low Income	224
Low Income	357
Moderate Income	975
Above Moderate income	129

2. New Construction. Utilization of State and Federal programs such as, but not limited to, Farmers Home 502. Monitor private sector development activity.

Minimum construction Goal, all sectors, through 1997:

Total	1,243
Very Low Income	255
Low Income	214
Moderate Income	276
Above Moderate income	498

Quantified Goal: Utilize as opportunity arises and circumstances permit.

3. Rent Assistance. Continue present programs and expand program as funds are available from State and Federal agencies. (Department of Housing and Urban Development, Section 8)

Quantified Goal: 225 unit years (units x years available); 80% very low income and 20% low income.

Annual Need/ Action to Meet Five Year Demand: 75 units per year.

Responsible Agency: Plumas County Community Development Commission.

4. Establish alternative type housing provision as part of the County Building Code and apply to Rural area of Plumas County utilizing the zoning process.

Quantified need: 1 Ordinance making this provision.

Annual Need/ Action to Meet Five Year Demand: By July 1, 1997.

Responsible Agency: Plumas County Building Department.

5. Maintain the Plumas County Community Development Commission as the local contact and referral agency for complaints of housing discrimination.

Quantified need: 1 local contact and referral agency for complaints of housing discrimination.

Annual Need/ Action to Meet Five Year Demand: Immediate and Constant.

Responsible Agency: Plumas County Community Development Commission.

6. Counseling. Provide counseling for various programs as needed.

Quantified need: Counseling for various programs as needed.

Annual Need/ Action to Meet Five Year Demand: Counsel for programs as needed.

Responsible Agency: Plumas County Community Development Commission.

7. First Time Homebuyer Program. Seek to implement a First Time Homebuyer Program, including through a Mortgage Credit Certificate Program.

Quantified need: Years 3 - 5; 10 units per year.

Annual Need/ Action to Meet Five Year Demand: About the third year, try to set up a First Time Homebuyer Program, using CHFA, Farmer's Home Administration, and the new federal HOME program.

Responsible Agency: Plumas County Community Development Commission.

8. Continue to provide technical assistance and to seek funds for infrastructure repair, upgrade and purchase to and for districts as requested.

Quantified Need: 1 technical assistance and 1 seeking of funds for each request.

Annual Need/ Action to Meet Five Year Demand: Action as requested.

Responsible Agency: Plumas County Community Development Commission

9. Apply for CDBG economic development revolving loan funds.

Quantified Goal: Utilize as opportunity arises and circumstances permit.

Annual Need/Action to Meet Five Year Demand: Opportunism

Responsible Agency: Plumas County Community Development Commission.

10. Annually prepare and carry out Overall Economic Development Plan.

Quantified Goal: 5 Overall Economic Development Plans

Annual Need/Action to Meet Five Year Demand: 1 Overall Economic Development Plan

Responsible Agency: Plumas Corporation.

11. Maintain minimum governmental regulations and a surplus of lands available for development so as to preclude artificially inflated costs.

Quantified need: 1 minimum of governmental regulations. 1 surplus of lands available for development. Each to an extent preclusive of artificially inflated costs

Annual Need/ Action to Meet Five Year Demand:

(a) Review all proposed regulations affecting housing and development to ensure they do not exceed the minimum for public health, safety and welfare and for maintaining community values.

(b) Review all general plan amendments and zone changes to ensure that the surplus of lands available for development is not reduced below a level which precludes artificially inflated costs.

(c) Encourage development to the maximum permitted densities consistent with the opportunity area, constraints and policies.

Responsible Agency: Plumas County Planning Department

*PCCDC - Plumas County Community Development Commission

Citizens Participation

This Housing Element was developed in conjunction with an overall General Plan amendment which began in 1980. Throughout the process, substantial public involvement and input was generated which served to provide guidance and direction. As all economic segments of the community participated in significant numbers, Plumas County considers the effort to involve them to have been sufficiently diligent. A complete list of community meetings, public hearings and references is available in the office of the Planning Director. A synopsis of the 1979--1985 amendment process is available from the Planning Department. From 1985 through 1993 Plumas County conducted an annual general plan review as a part of which anyone could submit an application for amendments within specific areas or of the text without payment of any fees. Notices soliciting applications were published and distributed.

PLUMAS COUNTY GENERAL PLAN

APPENDIX 1

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PREFACE

Application of Development Standards

Where scenic roads and highways are embodied by a scenic area, development standards for scenic roads and highways shall prevail within their established corridors.

**SIERRA VALLEY & LAST CHANCE
PLANNING AREAS**

GRIZZLY CREEK

Features that qualify Grizzly Creek for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. The broad floodplain of Grizzly Creek provides forage for the pasturing of horse and cattle which is visible from the public highway.

B. The absence of commercial activities, dense residential uses, and off-premise advertising signs contributes to the rural character of the area.

2. Important scenic qualities which attract tourists:

A. Highway vegetation and absence of adjacent vegetation combine to offer a unique far-reaching view of the Grizzly Creek floodplain and existing pastoral uses.

B. Agricultural practices, to specifically include the grazing of pasture animals, provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agriculture and low density rural residential uses.
2. Establish a maximum parcel density of 10 acres per dwelling unit and utilize density transfer to maintain existing open space characteristics whenever feasible.
3. Prohibit off-premise advertising signs.

ROCKY POINT

Features that qualify the Rocky Point area for scenic designation:

1. Important scenic qualities which attract tourists:

A. Large groves of alder trees and clusters of willow introduce the motorist from the east to the confluence of Grizzly Creek and the Middle Fork of the Feather River.

B. During the fall, the leafy foliage changes into a blaze of color.

C. The absence of off-premise advertising signs and commercial activities contributes to the natural beauty of the Middle Fork, which is attractive to the motorist.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed from view by vegetation or topographical features.
2. Establish a 50 foot vegetation and riverbed protection buffer, measured from the top-of-the bank.

3. On premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain recreational facilities.
2. Prohibit off-premise advertising signs.
3. Allow the transfer of permitted parcel densities to land areas located outside the scenic boundary.

CHARLES VALLEY

Features that qualify Charles Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords a wide pastoral view of Charles Valley meadow.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire and split rail fences.
 - C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
 - A. Agricultural practices which include the grazing of pasture animals provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

BECKWOURTH PEAK

Features that qualify the Beckwourth Peak area for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. Prominent blocky granite peaks and ravines visible from long distances, contrasted by lower slopes of dense conifer. The mountain's snowcapped peak in winter months provides additional contrasts and shadows on sunny days, further enhancing the mountain's scenic quality. The dominance of this land formation sustains the viewer's attention for long periods of time.

Land use protection measures:

- A. Maintain resource production uses.

ADAMS NECK

Features that qualify Adams Neck for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. Semi-desert rangeland and mountain basin country which provides open space and unobstructed views to distant mountain ridges. Views may extend for more than a mile and last for a long duration of time from a moving vehicle.

B. Dry rocky mountain peaks and deep ravines, connected by long sweeping slopes of scattered conifers, present a contrast to the nearby basins and knolls of sagebrush and bunchgrass.

C. The absence of off-premise advertising signs and commercial activities contributes to the feeling of open space and rural character.

2. Representative samples of historical lifestyles important to Sierra Valley:

A. The range and basin country of Adam Necks historically provided opportunities for dry grazing which is still being practiced today.

B. Ranch homesteads established by past generations of Sierra Valley families dot the basin floor, consisting of wood-sided houses in a setting of alder trees and wood barns with large corral areas.

3. Important scenic qualities which attract tourists:

A. At the north portion of Adams Neck, the floodplain of meandering Little Last Chance Creek provides an environment for Quaking Aspen and alder trees near Frenchman Lake Road and presents a blaze of color to the motorist during the fall months.

B. The onset of winter provides a contrast between the broad, snowy slopes of the desert uplands and the dry sage below.

C. During the spring and summer months the grazing of cattle and other agricultural practices provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

A. Revegetate fills greater than 3 feet high and cut slopes greater than 5 feet high.

B. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

C. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

D. Roofing materials of all structures shall be of earth tone color (i.e., brown, sand, red, etc.).

Land use protection measures:

A. Maintain agricultural and resource production uses.

B. Prohibit off-premise advertising signs.

C. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.

LITTLE LAST CHANCE CREEK CANYON

Features that qualify Little Last Chance Creek Canyon for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of Little Last Chance Creek and its surrounding steep rocky cliffs.
 - B. The flow of Little Last Chance Creek varies from pools and eddies to rapids and falls.
 - C. Creekside vegetation consisting of willows, dogwood, alder and aspen are in contrast to the blocky rocks, slides, and ancient lava flows of the canyon. Some of the surrounding vegetation changes color with the seasons.
 - D. The absence of off-premise advertising signs and commercial activities contributes to the natural beauty of the canyon.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain timber and resource uses.
2. Utilize density transfer to maintain open space characteristics of Little Last Chance Creek Canyon.
3. Prohibit off-premise advertising signs.

FRENCHMAN LAKE

Features that qualify Frenchman Lake for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. Frenchman Lake provides a dominant body of water that is a striking contrast to the surrounding sage uplands and sparsely forested mountain ridges.
 - B. Fall color and icy shorelines provide seasonal contrasts which enhance the visual quality of the lake.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain recreational facilities.
2. Prohibit off-premise advertising signs.

3. Allow the transfer of permitted parcel densities to land areas outside the scenic boundary.

LITTLE LAST CHANCE

Features that qualify Little Last Chance for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords a wide pastoral view of Little Last Chance meadow.
 - B. The pasturing and grazing of cattle, enclosed by barbed wire fences.
 - C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
 - A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

RAPELLI SCENIC AREA

Features that qualify Ramelli for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. This location is the eastern gateway to Lake Davis, where a traveler leaves the semidesert rangeland mountain basin of Sierra Valley and enters a forested recreation area with occasional meadows.
2. Important scenic qualities which attract tourists:
 - A. This location is close to the Beckwourth Cabin, a historical building of local and Statewide significance.
 - B. The contrast of the tree-covered site with open ranchland of Sierra Valley.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed from view by vegetation or topographical features.
2. On-premise signs shall not exceed the height of any on-site building roof line.
3. Structures are to be located so as to be obscured by the existing vegetation.

Land use protection measures:

1. Prohibit off-premise advertising signs.
2. All building permits are subject to architectural review by the Planning Department to ensure that the visual aspects and

scenic qualities are maintained.

SCENIC ROADS

COUNTY SCENIC ROADS: Protection Measures and Development Standards

County Roads 101, 103, 109, 111, 112 and 126.

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses, and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation

within scenic corridor areas.

SCENIC HIGHWAYS

STATE SCENIC HIGHWAYS: Protection Measures and Development Standards

State Highways 70, 284 and 49.

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses, and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 500 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation within scenic corridor areas.

INDIAN VALLEY PLANNING AREA

INDIAN CREEK CANYON

Features that qualify Indian Creek Canyon for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of Indian Creek and its surrounding steep rocky scarps.
 - B. The flow of Indian Creek varies from pools and eddies to rapids and falls. Views of turbulent flows are common.
 - C. Creekside vegetation consisting of grasses, oak, conifer and willows contrast the blocky rocks and slides of the canyon cliff. Some vegetation, such as dogwood, blossom and change color with the seasons.
 - D. Rural residential uses, consisting of woodframe houses and sheds, farm animals, and old apple orchards, are scattered along old floodplains and alluvial fans of the canyon.
 - E. The absence of off-premise advertising signs and commercial activities contributes to the rural character and natural beauty of the canyon.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 32 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain timber, resource, rural residential and recreation uses.
2. Utilize density transfer to maintain open space characteristics of Indian Creek, and locate rural residential densities away from natural creekside environments.
3. Prohibit off-premise advertising signs.

INDIAN VALLEY

Features that qualify Indian Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. Indian Valley presents far-reaching views of cattle herds grazing on the green forage of the Valley's meadowland.
 - B. Along the rim of the Valley stand old weathered barns, corals, out-buildings and neatly kept residential structures in their original setting.
 - C. The absence of commercial activities and off-premise advertising signs contributes to the rural character of the Valley.
2. Representative samples of historical life styles important to Indian Valley:

A. Old Victorian and turn of the century ranch residences still maintain their original features of ship-lap siding, high gable roofs and fieldstone foundation walls which reflect the application of carpentry skills from a more simple life style.

B. The weathered white pine boards of barns throughout Indian Valley complete the agricultural setting and indicate the past needs to store large quantities of winter feed and supplies for work animals and cattle.

C. Animal-drawn agricultural implements, such as hay rakes, are often visible from the traveled way.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of old residences, barns and grazing cattle, contrasted by the rugged snow-capped slopes of Keddie Ridge and Mount Hough, provides a lasting visual impression to the passersby.

B. The absence of off-premise advertising signs and commercial uses contributes to the rural feeling of Indian Valley and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rural residential uses.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Registration of Historic Places.
3. Utilize density transfer to maintain existing open space of Indian Valley pastureland and to locate rural residential densities away from important scenic structures.
4. Prohibit off-premise advertising signs.

SCENIC HIGHWAYS

Protection Measures and Development Standards

State Highway 89.

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights permitted.

3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, except for Dixie Creek, measured from the top of the bank.
5. Maintain rural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety, and welfare.
6. Maintain natural vegetation within scenic corridor areas.

SCENIC ROADS

Protection Measures and Development Standards

County Roads 206, 207, 218 and 214.

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top-of-the-bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation within scenic corridor areas.

ALMANOR — CANYON
PLANNING AREAS

FEATHER RIVER MEADOWS

Land use protection measures:

Features that qualify Feather River Meadows for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. The absence of off-premise advertising signs affords unobstructed views of the meadowland and floodplain of Rice Creek.
 - B. The long-standing Feather River Rod & Gun Club facilities at the meadow's edge establishes a recreation resort character to the area.
 - C. The open meadow grassland offers habitat and forage for a variety of wildlife, including deer.
 - D. The seasonal contrasts between the meadowland and surrounding conifer covered ridges of Wild Cattle Mountain provide an aesthetic quality attractive to people who live in more densely populated areas.

Standards for land development:

1. On-premise signs shall not exceed 6 square feet for residential uses and 100 square feet maximum area for commercial recreational uses. Signs shall not exceed the height of any on-site building roof line.
2. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

1. Maintain resort recreational use.
2. Utilize density transfer to maintain open space characteristics of the Feather River Meadows and locate recreation land use densities away from the natural creekside and meadowland environments.
3. Prohibits off-premise advertising signs.

WARNER VALLEY

Features that qualify Warner Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords unobstructed views of the pastoral setting of Warner Valley.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire and split rail fences.
 - C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
 - A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historical Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

SOLDIER MEADOWS

Features that qualify Soldier Meadows for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. Soldier Meadows provides nearly level pastureland, fenced by poles or barbed wire fences for containing large numbers of cattle.
 - B. The existing old structures designed and built for agricultural uses contribute to the rural character of Soldier Meadows, specifically including barns and corrals.
2. Representative samples of historic life styles important to Soldier Meadows:

A. Old Victorian era ranch buildings constructed from local materials are located within the meadow and reflect the self-sufficiency of early Plumas County settlers.

B. Barns and out-buildings representing past agricultural needs and practices still remain within the meadowland area.

C. Animal-drawn agricultural implements and vehicles are still visible.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of old residences, barns and grazing cattle, contrasted by the surrounding snow-capped mountains, provides a lasting visual impression to the passersby.

B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Soldier Meadows and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rural residential uses.
2. Utilize density transfer to maintain existing open space of Soldier Meadows pastureland and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

HUMBUG VALLEY

Features that qualify Humbug Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. Humbug Valley provides an expanse of pastureland, fenced by split rail or barbed wire fences for containing large numbers of cattle.
 - B. The existing old structures designed and built for agricultural uses contribute to the rural character of Humbug Valley, specifically barns, corrals and outbuildings.
2. Representative samples of historical life styles important to Humbug Valley.
 - A. Old Victorian houses constructed from local materials are located at the meadow's edge and reflect self-sufficiency of early Plumas County families as well as the necessity of providing accommodations for the early traveler along Humbug Road (Prattville Oroville Road).

B. Barns and out-buildings representing the agricultural needs and practices still remain within homestead locations.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of old residences, barns and grazing cattle provides a focus on local ranch history and early transportation routes which may be of particular interest to the passersby.

B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Humbug Valley and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural, resource production and rural residential uses.

2. Utilize density transfer to maintain the open space values of Humbug Valley and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

KEEFER RANCH MEADOWS

Features that qualify Keefer Ranch Meadows for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. Keefer Ranch Meadows provides an expanse of pastureland, fenced by split rail or barbed wire fences for containing large numbers of cattle.
 - B. The existing old structures designed and built for agricultural uses contribute to the rural character of Keefer Ranch Meadows, specifically barns, corrals and outbuildings.
2. Representative samples of historical life styles important to Keefer Ranch Meadows:
 - A. Old Victorian houses constructed from local materials are located at the meadow's edge and reflect self-sufficiency of early Plumas County families.
 - B. Barns and out-buildings representing the agricultural needs and practices still remain within homestead locations.
3. Important scenic qualities which attract tourists:
 - A. The pastoral setting of old residences, barns and grazing cattle provides a focus on local ranch history and early transportation routes which may

be of particular interest to the passersby.

B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Keefer Ranch Meadows and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural, resource production and rural residential uses.
2. Utilize density transfer to maintain the open space values of Keefer Ranch Meadows and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

LAKE ALMANOR

Features that qualify Lake Almanor for scenic designation:

1. Important scenic qualities which attract tourists:

A. The absence of off-premise advertising signs serves to enhance the near and distant views of Lake Almanor.

B. Lake Almanor provides unlimited combinations of contrasting colors, textures, sky reflections and distant views to Mt. Lassen.

C. Absence of prominent encroachments into the lake side environment promotes a natural shoreline appearance.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. Control the amount and number of landfill projects within the lakeshore area, to specifically include boat ramps and breakwaters.
3. On-premise signs shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses.

Land use protection measures:

1. Maintain recreation and residential uses.
2. Prohibit off-premise advertising signs.
3. Utilize density transfer where possible to enhance natural shoreline appearance.

JOHNSON FIELDS-NORTH CAUSEWAY

Features that qualify Johnson Fields and the North Causeway areas for scenic designation:

1. Important scenic qualities which attract tourists:

A. The highway elevation of the causeway provides unique near and distant views of horses and cattle grazing on lush, green meadowland with a background of forested mountain slopes.

B. Existing old structures, such as the barn located in Johnson Fields, contribute to the attractive rural character near the townsite of Chester.

C. The floodplain and meadowland provides a habitat for a variety of waterfowl, particularly Canadian Geese.

D. The absence of off-premise advertising signs and commercial uses contributes to the rural pastoral setting around Chester and provides a relaxing change of character for people who live in more densely populated areas.

2. Visual aspects important to the maintenance of rural character:

A. Johnson Fields and the North Causeway area presents a pastoral setting of old weathered barns, corrals, fencing, grazing cattle and horses.

B. The absence of commercial activities and off-premise advertising signs contributes to the rural character and open space feeling near the townsite of Chester.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Encourage the nomination of barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
3. Utilize density transfer to maintain existing pastureland open space.
4. Prohibit off-premise advertising signs.

FEATHER RIVER CANYON

Features that qualify Feather River Canyon for scenic designation:

1. Important scenic qualities which attract tourists:
 - A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of the Feather River and its surrounding steep rocky scarps.
 - B. The flow of the river varies from pools and eddies to rapids and falls. Views of turbulent flows are common.
 - C. Riverside vegetation consisting of oak, conifer, grasses, dogwood, willows and colorful wildflowers contrast with the rocks, slides and peaks of the canyon.

D. Rural residential uses consisting of woodframe houses, sheds, small farm animals and old apple orchards are scattered along the old floodplains and alluvial fans of the canyon.

E. Old resorts which once thrived upon the passenger railroad business still remain and offer an interesting historical insight to the tourist.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain resource, rural residential and recreational uses.
2. Utilize density transfer to maintain open space characteristics of the Feather River Canyon.
3. Prohibit off-premise advertising signs.
4. Encourage the nomination of resorts and homesites which may qualify for State historic landmark designation or for the National Registration of Historic Places.

SCENIC ROADS

The following County road segments provide important access to views of near or distant scenic areas:

- 302 Storrie Road: From Butte County to End
- 307 Humbug Road: From Butte County to Humbug Creek Road
- 308 Humboldt Road: From State Highway 89 to Butte County
- 310 Almanor Drive West: From State Highway 89 to Prattville
- 311 Old Red Bluff Road: From Warner Valley Road to Tehama County
- 312 Chester Warner Valley Road: From the Old Red Bluff Road to End
- 325 Rocky Point Campground Road: From State Highway 89 to End

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

- 1. No off-premise advertising signs.
- 2. Signs, on-premise only, shall exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses.
- 3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.

- 4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
- 5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

SCENIC HIGHWAYS

The following State highways provide important access to views of near or distant scenic areas:

- 89 Excluding Canyon Dam
- 36 From the intersection of State Highway 89 to Tehama County; West Causeway/Chester to Lassen County

147

70

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

- 1. No off-premise advertising signs.
- 2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.

3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public right-of-way, where it is not a clear and present danger to public health, safety and welfare.

AMERICAN VALLEY — MIDDLE FORK — MOHAWK
PLANNING AREAS

THOMPSON VALLEY

Features that qualify the Thompson Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. Thompson Valley provides a view of cattle and horses grazing on natural and irrigated pastureland.

B. Throughout the valley stand the ranch residence, various barns, corrals and outbuildings.

C. The floodplains and meadowland provide a habitat attractive to a variety of waterfowl, particularly Canadian Geese, which are oftentimes visible to the passersby.

D. The absence of commercial activities and off-premise advertising signs contributes to the rural character of the valley.

2. Representative samples of historical life styles important to the Thompson Valley:

A. Some weathered barns remain throughout the valleys to complete the agricultural setting and indicate past needs to store large quantities of winter feed and supplies for work animals and cattle.

B. Animal-drawn agricultural implements are often visible from the traveled way.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of ranch residence, barns, grazing cattle, horses, meadowland and small streams provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Encourage the nomination of the ranch homesite and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
3. Permit no land division in order to maintain viability of the ranch which consists of meadowlands, surrounding knolls, corrals and winter feeding areas.
4. Prohibit off-premise advertising signs.

AMERICAN VALLEY

Features that qualify the American Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. American Valley provides a view of cattle and horses grazing on natural and irrigated pastureland.

B. Throughout the valley stand various barns, corrals, out-buildings and neatly-kept residential structures.

C. The floodplains and meadowland provide a habitat attractive to a variety of waterfowl, particularly Canadian Geese, which are oftentimes visible to the passersby.

D. The absence of commercial activities and off-premise advertising signs contributes to the rural character of the valley.

2. Representative samples of historical life styles important to the American Valley:

A. Old Victorian and turn-of-the-century ranch residences still maintain their original character of high gable roofs, cove sidings and handmade brick walls which reflect the application of construction skills from a more simple life style.

B. Some weathered barns remain throughout the valleys to complete the agricultural setting and indicate past needs to store large quantities of winter feed and supplies for work animals and cattle.

C. Animal-drawn agricultural implements are often visible from the traveled way.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of old residences, barns, grazing cattle, horses, meadowland and small streams provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rural residential uses.
2. Encourage the nomination of ranch homesites and barns which may qualify for State historical landmark designation or for the National Register of Historic Places.
3. Utilize density transfer to maintain open space qualities of existing pasture and meadowlands and to locate rural residential densities away from important scenic structures.
4. Prohibit off-premise advertising signs.

BELL LANE

Features that qualify Bell Lane for scenic designation:

1. Visual aspects important to the maintenance of rural character.

A. The vicinity is a rural suburb separate from the in-town residential areas.

B. Farm animals kept on residential properties.

C. The vicinity has a wide range of architectural styles resulting from accretive development.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

Land Use Protection Measures:

1. Uses in commercial areas shall be limited to retail stores.
2. New uses and expansion of existing use in commercial areas shall be subject to issuance of a Site Development Permit.
3. Business signs shall not exceed 6 square feet for each use.

BUTTERFLY VALLEY

Features that qualify Butterfly Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. The meadow of Butterfly Valley provides open, gently sloping pastureland which is fenced and irrigated for small numbers of farm animals and home cultivation.

B. Residential design and construction often reflects a creative rural life style unique to Butterfly Valley.

C. Areas near residences are used for large gardens and the keeping of small farm animals.

D. Absence of off-premise advertising signs contributes to the rural pastoral setting of Butterfly Valley.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the adoption of building codes and standards which may allow alternative building construction methods and materials.
3. On-premise signs shall not exceed 6 square feet or exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain rural residential and agricultural uses.
2. Utilize density transfer to maintain existing meadowland open space.
3. Prohibit off-premise advertising signs.

SPRING GARDEN

Features that qualify Spring Garden for scenic designation:

1. Important scenic qualities which attract tourists:

A. The existing highway elevation at the Spring Garden railroad siding provides near and distant views of lush green meadowland.

B. The absence of off-premise advertising signs and commercial uses contributes to the natural setting of the Spring Garden meadow and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet or exceed the height of any on-site building.

Land use protection measures:

1. Maintain agricultural uses.
2. Utilize density transfer to maintain existing meadowland open space characteristics.
3. Prohibit off-premise advertising signs.

JOHNSVILLE

Features that qualify Johnsville for scenic designation:

1. Representative samples of historic life styles important to Johnsville:

A. The predominance of Victorian era wood-finished structures with emphasis on simple architectural forms, special architectural features such as steep roof pitch and second story porch entry ways, reflects early adaptations to deep snow packs of winter.

B. Johnsville's commercial and residential structures still remain well intact and represent needs typical to early mining communities such as a horse livery stable, fire house and boarding house for miners.

2. Important scenic qualities which attract tourists:

A. Johnsville's well-preserved past and the past reflected in new structures, serves to attract tourists and other County residents alike.

B. Johnsville's isolated setting below snow-capped peaks associated with the absence of intense commercial activity provides a pace of life attractive and relaxing to people who live in more densely populated areas.

C. The absence of off-premise advertising signs contributes to the historical feeling and surrounding natural beauty of Johnsville.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of the Johnsville district for State historic landmark designation or for the National Register of Historic Places.
3. That an architectural review committee be established to assure that the exterior of all new and remodeled residential structures be designed in a manner consistent with the prevailing character of Johnsville.

4. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain single family residential uses.
2. Prohibit off-premise advertising signs.

MEADOW VALLEY — SPANISH RANCH

Features that qualify the Meadow Valley-Spanish Ranch area for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords wide pastoral views of Meadow Valley and distant Spanish Peak.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire or split rail fences.
2. Important scenic qualities which attract tourists:
 - A. Agricultural practices, which include the grazing or boarding of pasture animals, located against the background of snowcapped Spanish Peak, provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

LONG VALLEY

Features that qualify Long Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords a wide pastoral view of Long Valley and distant snowcapped mountain peaks.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire or split rail fences.
 - C. Views of structures designed for agricultural uses, such as old barns.
2. Important scenic qualities which attract tourists:
 - A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.

2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

C-ROAD

Features that qualify C-Road for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords a wide pastoral view of Mohawk Valley and distant mountain peaks.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire fencing.
 - C. Views of structures designed and used for agricultural uses such as hay barns.
2. Important scenic qualities which attract tourists:
 - A. The pastoral setting of grazing cattle on the gently sloping meadow provides a lasting visual impression to passersby.
 - B. The meandering Middle Fork of the Feather River is visible from the traveled way and serves to complete the meadowland setting of Mohawk Valley.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses, such as grazing, which encourage the maintenance of grasslands.
2. Prohibit off-premise advertising signs.

MOHAWK VALLEY

Features that qualify Mohawk Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The absence of off-premise advertising signs affords a wide pastoral view of Mohawk Valley and distant mountain peaks.
 - B. The pasturing and grazing of cattle and horses, enclosed by barbed wire fencing.
 - C. Views of structures designed and used for agricultural uses such as hay barns.
2. Important scenic qualities which attract tourists:

A. The pastoral setting of grazing cattle on the gently sloping meadow provides a lasting visual impression to passersby.

B. The meandering Middle Fork of the Feather River is visible from the traveled way and serves to complete the meadowland setting of Mohawk Valley.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Encourage agricultural uses, such as grazing, which promote the maintenance of grasslands. The uses permitted shall be those permitted in the various manners by the zone which implements the Important Agricultural Area. The uses permitted in any manner by any other zone applied to the property shall also be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit off-premise advertising signs.

SOUTH MOHAWK VALLEY

Features that qualify South Mohawk Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:

A. The absence of off-premise advertising signs affords a wide pastoral view of Mohawk Valley and distant snowcapped mountain peaks.

B. The pasturing and grazing of cattle and horses, enclosed by barbed wire fencing.

C. Views of structures designed and used for agricultural uses such as hay barns.

2. Representative samples of historical life styles important to South Mohawk Valley:

A. The large imposing two-story McLearn ranch residence with surrounding barns and outbuildings reflects the area's past historical activity as a stage stop.

B. Architectural features such as window shutters and front porch balconies as well as the type of building materials used, reflects early construction methods and popular residential designs in Plumas County.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of the old residence, bunk house and the grazing cattle on the gently sloping meadow provides a lasting visual impression to passersby.

B. The meandering Middle Fork of the Feather River is visible from the traveled way and serves to complete the meadowland setting of South Mohawk Valley.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Encourage agricultural uses. The uses permitted shall be those permitted in the various manners by the zone which implements the Important Agricultural Area. The uses permitted in any manner by any other zone applied to the property shall also be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit off-premise advertising signs.

MIDDLE FORK OF THE FEATHER RIVER

Features that qualify the Middle Fork for scenic designation:

1. Important scenic qualities which attract tourists:

A. The free-flowing Middle Fork's character varies from pools and eddies along rock and gravel bars, to rapids and falls.

B. Adjacent watershed and shoreline environments are primitive in nature consisting of a variety of vegetation and topography displaying minimal alteration by man.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed a maximum of 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Permit wildlife management, watershed management, campground and recreation facilities oriented to the river with such uses compatible with the protection of scenic qualities identified. The uses permitted in any manner by any other zone applied to the property shall also be permitted subject to site development review. Mining shall be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit permanent structures.

SCENIC HIGHWAYS

The following State highways provide important access to views of near or distant scenic areas:

70

70/89 89 Junction to Quincy LaPorte Road C511; Spanish Creek, Quincy to Greenville Wye.

89

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

SCENIC ROADS

The following County roads or County road segments provide important access to views of near or distant scenic areas:

413 Spanish Ranch Road: From Bucks Lake Road to Spanish Ranch Butte County Road.

506 Graeagle-Johnsville Road: From Mohawk Highway 40 to JV02 Church Street, Johnsville.

506B Mohawk Highway 40: From Graeagle Johnsville Road to State Highway 70.

509 Sloat Road: From State Highway 70 to Sloat Transfer Station Road.

511 Quincy LaPorte Road: From State Highway 70 to Plumas National Forest.

519 Golden Lake Forest Highway: From State Highway 89 to Sierra County.

520 Little Bear Road: From State Highway 89 to State Highway 70.

Protection measures and development standards:

Establish a 100 foot scenic corridor, measured from the edge of the highway easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants

or flashing lights shall be permitted.

3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

APPENDIX II

REGIONAL TRANSPORTATION PLAN: 1994

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1801.

2. The second part is a report from the Secretary of the Treasury, dated January 1, 1801.

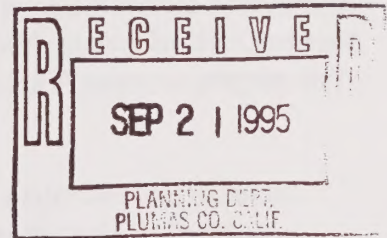
3. The third part is a report from the Secretary of the Navy, dated January 1, 1801.

4. The fourth part is a report from the Secretary of the War, dated January 1, 1801.

REGIONAL TRANSPORTATION PLAN

PLUMAS COUNTY

1994



Prepared for

The Plumas County Regional Transportation

Planning Agency

Plumas County

By _____

Transportation Planning, Caltrans
P.O. Box 494040
Redding, California 96040-4040

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

1964

NAME	LAST	FIRST	MIDDLE
SMITH	JOHN	EDWARD	DAVID
ADDRESS	1234 E. 57TH ST.		
CITY	CHICAGO, ILL.		
STATE	ILL.		
ZIP	60637		

ADMISSIONS

OFFICE OF THE DEAN

1964-1965

CHICAGO, ILL.

THE UNIVERSITY OF CHICAGO
PHYSICS DEPARTMENT
1207 S. EAST AVE.
CHICAGO, ILL. 60607

PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 EAST MAIN, QUINCY, CA 95971
(916) 283-6268

RESOLUTION NO. 95-2

APPROVING THE REGIONAL TRANSPORTATION PLAN

WHEREAS, the Plumas County Transportation Commission, on March 26, 1975, adopted a Regional Transportation Plan for the County of Plumas, and

WHEREAS, Government Code Section 65080, as amended by the Alquist-Ingalls Act, (AB402, 1977), signed by the Governor on September 27, 1977, directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan, and

WHEREAS, Government Code Section 65080 as amended by the Revenue Enhancement and Program Reform Act (AB471 1989), Chapter 106 Statutes of 1989, signed by the Governor on July 10, 1989, further directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan, and

WHEREAS, the plan is to be directed at the achievement of a coordinated, balanced regional transportation system, including but not limited to: mass transportation, highway, railroad and aviation facilities and service, and

WHEREAS, the Plumas County Transportation Commission has had a new Regional Transportation Plan prepared in accordance with AB471 requirements, and

WHEREAS, AB471 requires that the Regional Transportation Plan be updated biennially, and

WHEREAS, the proposed Regional Transportation Plan is in agreement with the Environmental Impact Report for Plumas County .

THEREFORE, BE IT RESOLVED, that the Plumas County Transportation Commission approve the 1994 Regional Transportation Plan.

PASSED AND ADOPTED this 11th day of May, 1995, by the Plumas County Transportation Commission.

AYES: Commissioners: *PAUL SIMPSON, ROBIN JESKEY, LESLIE TIGAN, FRAN ROUDEBUSH, HELEN KENNEDY*

NOES: Commissioners: *NONE*

ABSENT: Commissioners: *ROLF GAUDARD*

Fran Roubelush
Chairman, Plumas County
Transportation Commission

ATTEST: *Martin J. Byrne*
Martin J. Byrne, Executive Director Date 5-11-95

OFFICE OF THE SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301

MEMORANDUM FOR THE SECRETARY OF DEFENSE

SUBJECT: [Illegible]

1. [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

11. [Illegible]

12. [Illegible]

13. [Illegible]

PLUMAS COUNTY TRANSPORTATION COMMISSION

RESOLUTION NO. 94-

APPROVING THE REGIONAL TRANSPORTATION PLAN

WHEREAS, the Plumas County Transportation Commission on March 26, 1975 adopted a Regional Transportation Plan for the County of Plumas, and,

WHEREAS, Government Code Section 65080, as amended by the Alquist-Ingalls Act (AB402, 1977), signed by the Governor on September 27, 1977, directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan, and

WHEREAS, Government Code Section 65080 as amended by the Revenue Enhancement and Program Reform Act (AB 471 1989) Chapter 106 Statutes of 1989, signed by the Governor on July 10, 1989, further directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan, and,

WHEREAS, the plan is to be directed at the achievement of a coordinated balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad and aviation facilities and service, and

WHEREAS, the Plumas County Transportation Commission has had a new Regional Transportation Plan prepared in accordance with AB471 requirements, and

WHEREAS, AB 471 requires the Regional Transportation Plan be updated biennially, and

WHEREAS, the proposed Regional Transportation Plan is in agreement with the Environmental Impact Report for Plumas County.

THEREFORE, BE IT RESOLVED, that the Plumas County Transportation Commission approve the 1994 Regional Transportation Plan.

PASSED AND ADOPTED THIS _____, by the Plumas County Transportation Commission.

Attest:

Martin Byrne, Executive Director

Chairman, Plumas County
Transportation Commission

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ENVIRONMENTAL ANALYSIS

The Environmental Impact Report (EIR) for the Plumas County Regional Transportation Plan was adopted by the Transportation Commission in March 1975.

The Environmental Impact Report is a disclosure document. Its purpose is to inform public agency decision-makers of all facts concerning the environmental consequences of a proposed project. Project decisions are then made in light of those consequences.

The EIR is published as a separate document. It is available in the Plumas County Transportation Commission office.

The Plumas County EIR examined the general impacts of the Regional Transportation Plan (RTP) on the region. Its findings are incorporated by reference herein.

The EIR of 1975 deemed the Regional Transportation Plan adequate to meet current environmental analysis requirements. Because the environmental effects of this updated (RTP) are essentially identical to those identified in the 1975 EIR, the 1975 EIR requirements remain to be in effect.

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1. The first part of the report is a general introduction to the project. It describes the purpose of the study and the objectives that were set at the beginning. It also provides a brief overview of the methodology that was used to collect and analyze the data.

2. The second part of the report is a detailed description of the data that was collected. This includes information about the sample size, the demographic characteristics of the participants, and the specific measures that were used to assess the variables of interest.

3. The third part of the report is a presentation of the results of the study. This includes a summary of the findings for each of the research questions, as well as a discussion of the overall patterns and trends that emerged from the data.

4. The final part of the report is a conclusion that summarizes the main findings of the study and discusses their implications for future research and practice. It also includes a list of references to the literature that was consulted during the study.

2. THEORETICAL BACKGROUND

1. The theoretical background of the study is based on a number of key concepts and theories in the field of psychology. These include the concepts of stress, coping, and resilience, as well as the theories of cognitive-behavioral and humanistic psychology.

2. The first concept that is discussed is stress. Stress is defined as a state of mental or emotional strain or tension resulting from adverse or demanding circumstances. It is a response to a stimulus that is perceived as a threat or challenge.

3. The second concept that is discussed is coping. Coping is defined as the process of dealing with or managing stress. It involves the use of various strategies to reduce the negative impact of stress on the individual.

4. The third concept that is discussed is resilience. Resilience is defined as the ability to bounce back from adversity and maintain a positive outlook in the face of stress. It is a characteristic that is influenced by a number of factors, including genetics, environment, and personal experiences.

5. The theories of cognitive-behavioral and humanistic psychology are also discussed. Cognitive-behavioral theory focuses on the relationship between thoughts, feelings, and behaviors. It suggests that our thoughts and feelings can influence our behaviors, and vice versa. Humanistic psychology, on the other hand, focuses on the individual's potential for growth and self-actualization. It suggests that people have the capacity to overcome their limitations and achieve their full potential.

3. RESEARCH DESIGN

1. The research design of the study is a quantitative, cross-sectional design. This means that the study involves the collection of data from a large sample of participants at a single point in time. The purpose of this design is to identify the relationships between the variables of interest and to test the hypotheses that were formulated in the theoretical background.

2. The sample of participants was selected using a random sampling method. This ensures that the sample is representative of the population and that the results of the study can be generalized to the population as a whole.

3. The data was collected using a series of standardized questionnaires and interviews. These measures were used to assess the variables of interest, including stress, coping, and resilience. The questionnaires were administered to the participants at the beginning of the study, and the interviews were conducted at the end of the study.

4. The data was analyzed using a series of statistical tests. These tests were used to determine the significance of the relationships between the variables and to test the hypotheses that were formulated in the theoretical background. The results of the analysis are presented in the results section of the report.

VIII FUTURE REGIONAL TRANSPORTATION ITEMS

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GLOSSARY

88

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers who came to the Americas in search of a new life. They found a land of opportunity, but also a land of challenge. The early years were marked by conflict and struggle, but the spirit of the American dream prevailed. The United States emerged as a nation of freedom and democracy, a place where every man, woman, and child had the chance to make their own destiny.

The American dream is a powerful force that has shaped the nation's history. It is the belief that anyone can achieve success and prosperity through hard work and determination. This dream has inspired generations of Americans to pursue their dreams and to build a better life for themselves and their families. The history of the United States is a testament to the power of the American dream.

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Lassen National Park

PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

FEDERAL FUNCTIONAL
CLASSIFICATIONS

Plumas County

Chester

Lake Almanor

Butt Valley Res.

Greenville

Antelope Valley Res.

Quincy

Bucks Lake

Meadow Valley

Lake Davis

Frenchman Lake

Sloat

Beckwourth

Portola

Vinton

Chilcoot

Graeagle

Clio

La Porte

- PRINCIPLE ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS

(All others are local streets)

AP ENVIRONMENTAL SCIENCE

AP ENVIRONMENTAL SCIENCE

AP ENVIRONMENTAL SCIENCE



UNIVERSITY CAMPUS

CITY

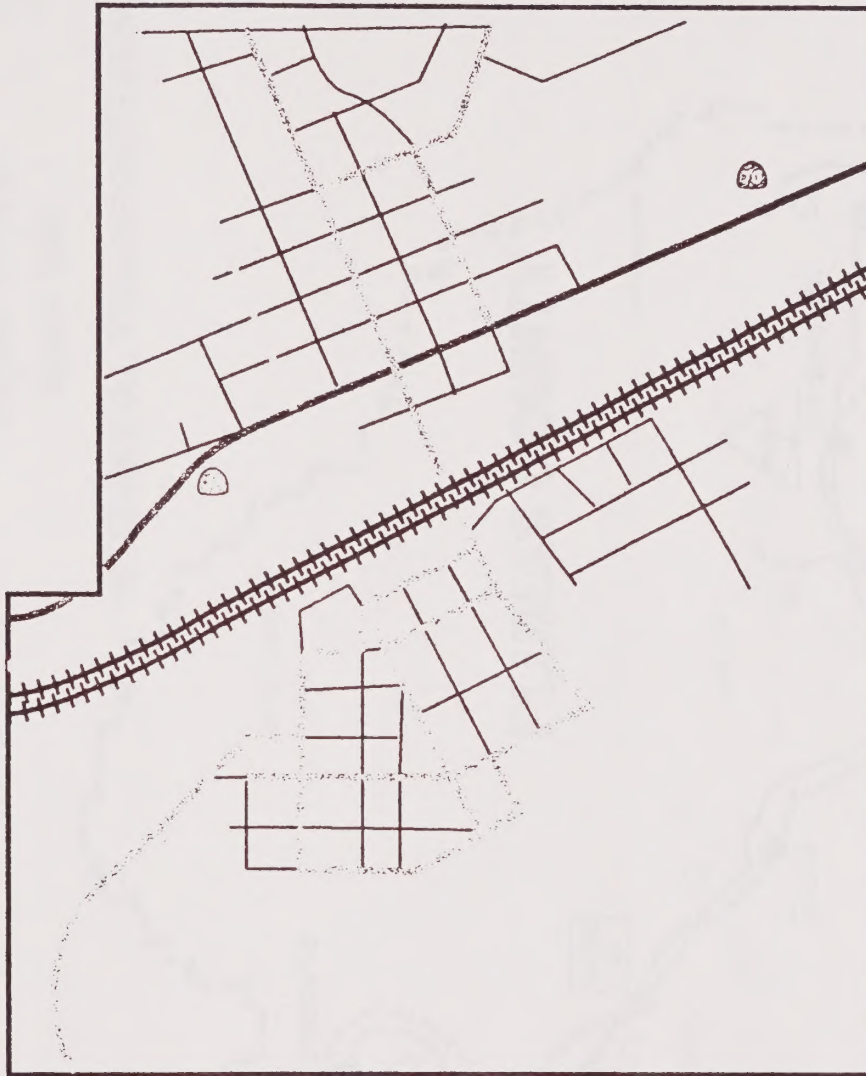
TOWN

VILLAGE

RIVER

**PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS**

March 1995



City of Portola

**FEDERAL FUNCTIONAL
CLASSIFICATION**

	PRINCIPLE ARTERIALS
	MINOR ARTERIALS
	MAJOR COLLECTORS
	MINOR COLLECTORS
(All others are local streets)	

PLANNING DEPARTMENT
CITY OF PORTLAND
JANUARY 1992



City of Portland

FEDERAL FUNCTIONAL
CLASSIFICATION

100	Urban
200	Suburban
300	Rural
400	Water
500	Unimproved

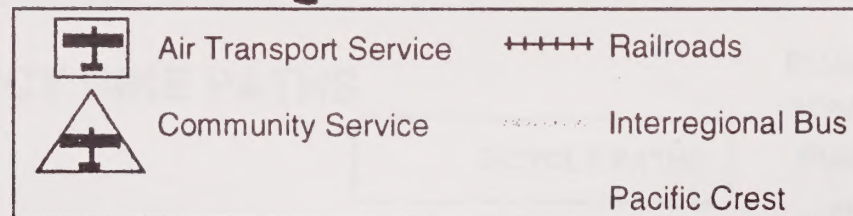
Lassen National Park

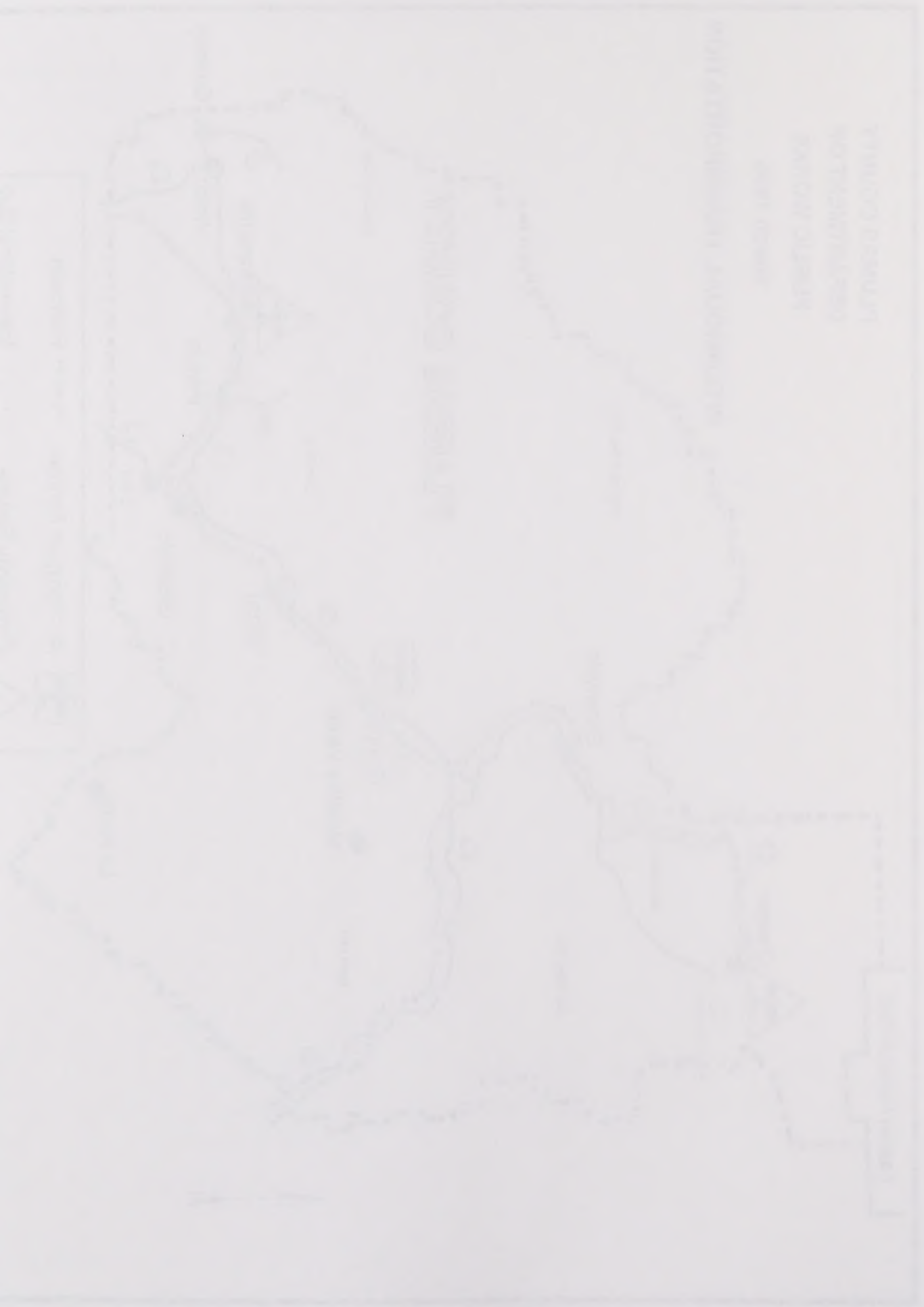
PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

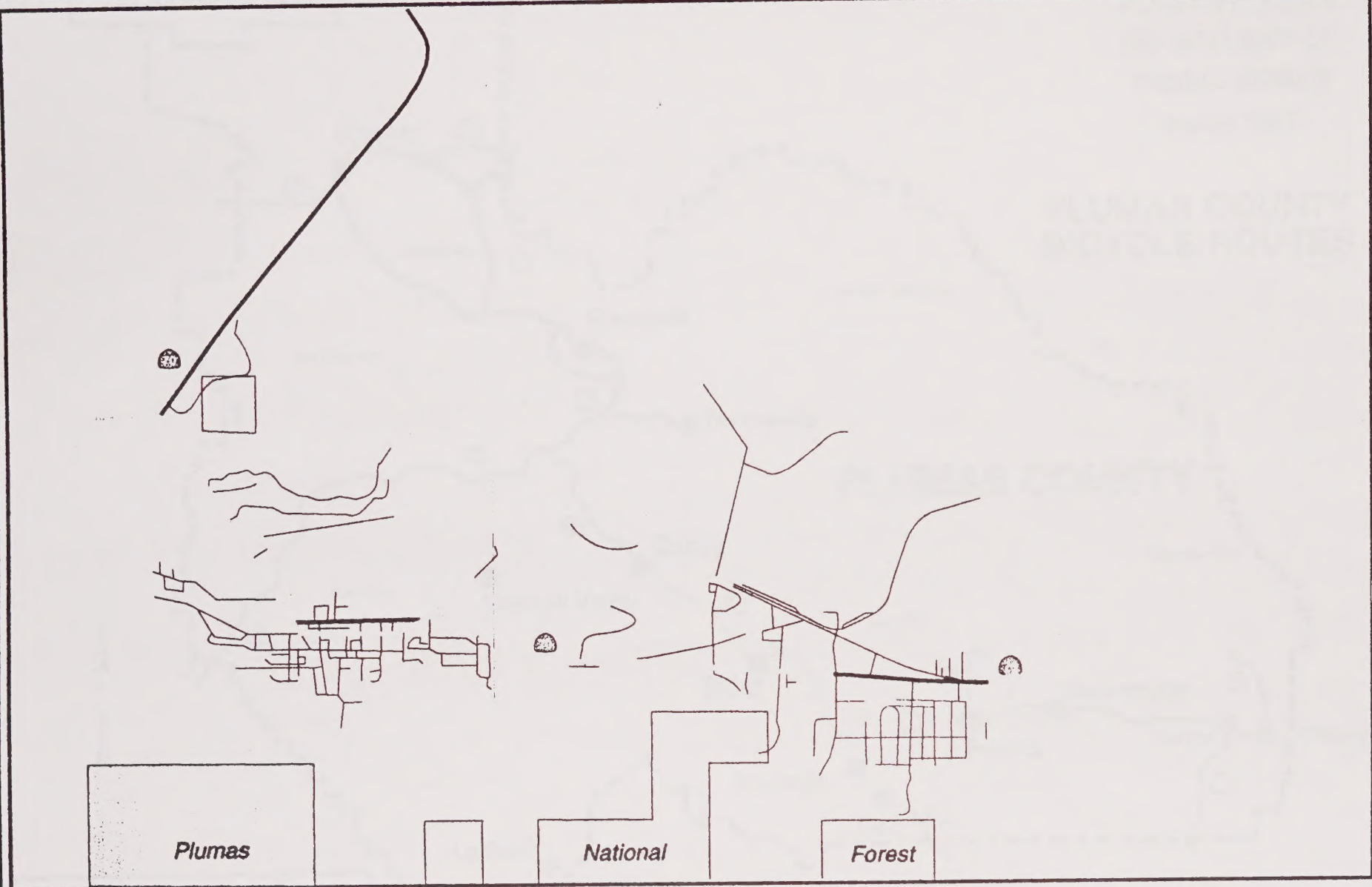
INTERMODAL TRANSPORTATION

PLUMAS COUNTY





W-4



Quincy

QUINCY BIKE PATHS

BICYCLE PATHS

**PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS**

March 1995



Scale 1:100,000
Sheet 1 of 1

Geological Survey
Department of the Interior

Geological Survey
Department of the Interior

Geological Survey
Department of the Interior

Lassen National Park

PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

PLUMAS COUNTY
BICYCLE ROUTES

PLUMAS COUNTY

Butt Valley Res.

Antelope Valley Res.

Frenchman Lake

Bucks Lake

Lake Davis

- Lake Almanor Loop
- Indian Valley Routes
- Quincy - Portola Corridor

Chester

Lake Almanor

Greenville

Taylorsville

Quincy

Meadow Valley

Sloat

Graeagle

Clio

La Porte

Portola

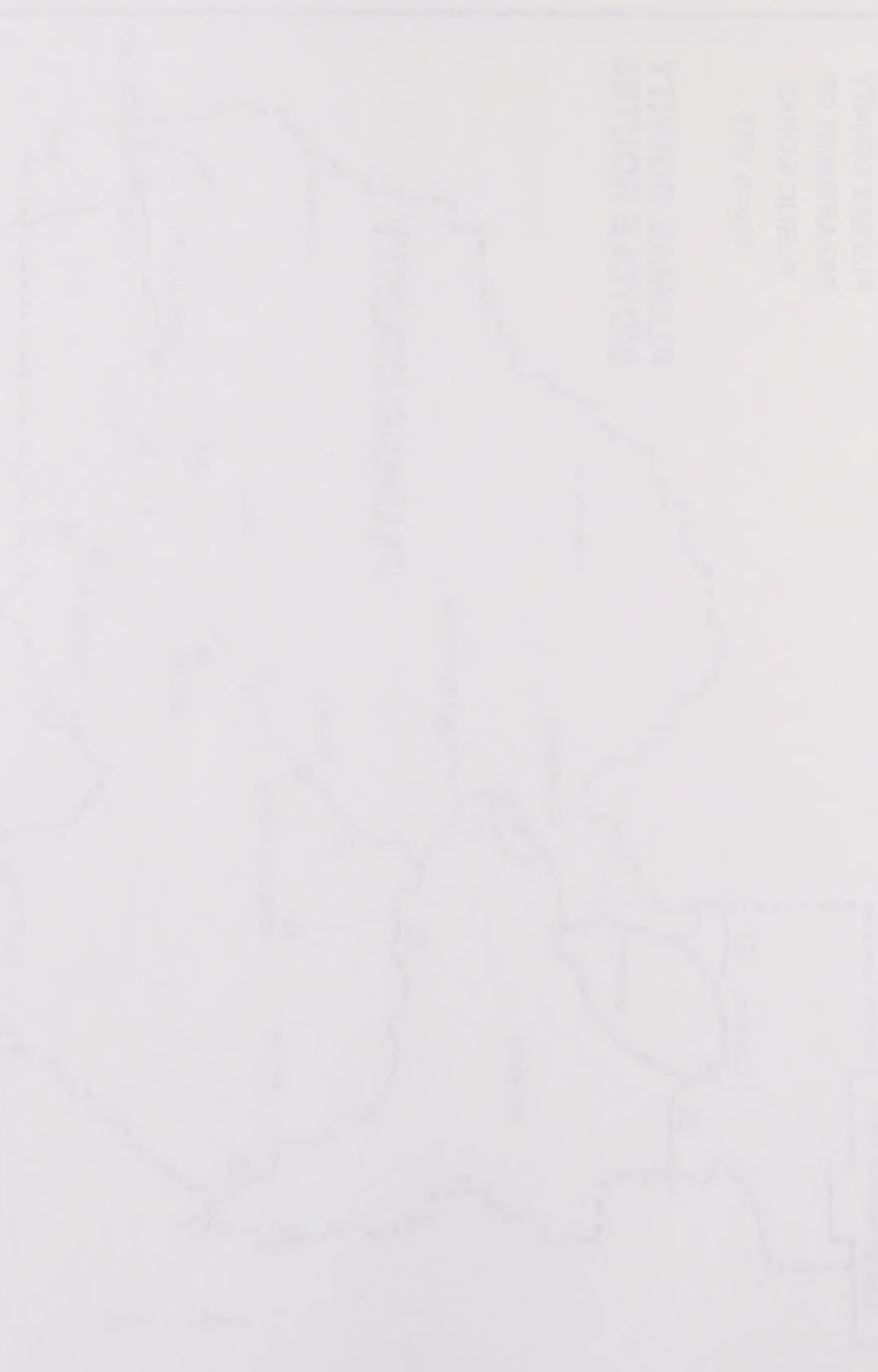
Beckwourth

Vinton

Chilcoot

M-5

1000' 2000' 3000' 4000' 5000'
 1000' 2000' 3000' 4000' 5000'
 1000' 2000' 3000' 4000' 5000'



SACRAMENTO-SAN JOAQUIN
 RIVER DELTA
 1000' 2000' 3000' 4000' 5000'
 1000' 2000' 3000' 4000' 5000'

Lassen National Park

PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

PLUMAS COUNTY
PROPOSED SCENIC
BYWAYS

PLUMAS COUNTY

Chester

To Susanville

Lake Almanor

Greenville

Butt Valley Res.

Taylorsville

Antelope Valley Res.

Quincy

Bucks Lake

Meadow Valley

Lake Davis

Sloat

(285)

Beckwourth

Portola

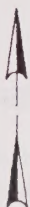
Vinton

Chilcoot

Graeagle

Clio

La Porte



Proposed Scenic Byway

W-6

Lassen National Park

PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

INTERREGIONAL
ROAD SYSTEM

PLUMAS COUNTY

Chester

Lake Almanor

Greenville

Antelope Valley Res.

Butt Valley Res.

Quincy

Bucks Lake

Meadow Valley

Lake Davis

Frenchman Lake

Sloat

285

Beckwourth

Portola

Vinton

Chilcoot

Graeagle

Clio

La Porte

LEGEND

-  HIGH EMPHASIS
ROUTES (Including
Interstate Routes)
-  OTHER PRIORITY ROUTES
(To adequately serve
interregional travel)
-  OTHER ELIGIBLE
INTERREGIONAL ROUTES
-  URBANIZED AREA
(Population over 50,000)

W-7

PLUMAS COUNTY REGIONAL TRANSPORTATION PLAN

I. INTRODUCTION

LEGAL FOUNDATION

The 1994 Regional Transportation Plan (RTP) has been prepared and adopted by the County Transportation Commission in response to State law (Government Code Title 7, Chapter 2.5, Sections 65080-65082). The plan describes proposed transportation development in the County through the year 2014, with major emphasis on improvements scheduled over the next 7 years.

PLANNING PROCESS

The County Transportation Commission was formed in 1971 to administer and allocate funds provided by the Transportation Development Act of 1971 (SB 325).

Assembly Bill 69, enacted in 1972, created the California Department of Transportation and established requirements for preparation and administration of State and Regional Transportation Plans (RTP). Under this plan, each Regional Transportation Commission is required to prepare and adopt a Regional Transportation Plan that is a balanced and well coordinated transportation system consistent with regional needs and goals.

Assembly Bill 471, enacted in 1989, required the RTP to be updated in August 1990 and every two even-numbered years thereafter. The deadline for the revised, updated RTP is December 1 of the even numbered year. Revision of the RTP continues to be the responsibility of the Local Transportation Commissions.

The Plumas County Transportation Commission (PCTC), as the local Regional Transportation Planning Agency (RTPA) submits the updated RTP to the California Transportation Commission (CTC) and the California Department of Transportation (CALTRANS). Transportation projects within the County are assessed on an individual basis under various criteria. Environmental impacts of the projects and their surrounding areas, are a specific concern.

A comprehensive Environmental Impact Report (EIR) of Plumas County was completed and adopted in 1975. There are no significant changes in the Regional Transportation Plan which require the revision, update, and recirculation of the EIR.

Senate Bill 157, enacted in 1986, required the Regional Transportation Plan to actively address the transportation needs of senior and handicapped persons in rural areas. Efforts to meet this population's "unmet" transit needs are an important aspect of the Regional Transportation Plan.

Assembly Bill, 84 enacted January 1, 1988, addressed the planning and programming aspects of capacity-increasing projects on the State Highway System. This Bill requires Project Study Reports (PSR's) to determine eligibility in programming these projects in the State Transportation Improvement Program (STIP). Regional Transportation Agencies may include a list of State Highway capacity-increasing projects (in priority order) in their RTP's. As mandated in the bill, funding targets are based on the dollar amount of projects in the 1992 STIP. The 1992 STIP contains \$7.9 billion in this category and has been allocated 100% by county minimum formula. Plumas County share is \$43 million.

State statutes and regulations require three specific periodic planning activities:

1. Every year, the RTPA must allocate funds from the Local Transportation Fund (LTF). The RTPA must first evaluate the "unmet" transportation needs of the region's public. Alternative transportation measures to meet those needs are then reviewed. Regulations require that when public transportation needs cannot be met through implementation or expansion of transportation services, then the funds can be used for local streets and roads. This evaluation process is required for the use of funds for street and road purposes.
2. *Every two, odd-numbered years, the California Transportation Commission (CTC) must adopt the State Transportation Improvement Program. State law affords the RTPA an opportunity to comment on the contents of the program. In order to comment, the RTPA must evaluate State Highway projects before concurring or proposing amendments to the program.*
3. Every two years the RTPA is required to review, update if necessary, and readopt the Regional Transportation Plan. A public hearing must be held before adoption.

The RTP serves as a guide for future transportation oriented decisions. It is the reference document for all transportation planning and programming in the county. Public Utilities Code Section 99401.5(e) states "...If the finding is inconsistent with the Regional Transportation Plan, then the transportation planning agency shall resolve the inconsistency by timely amendment or supplement to the plan."

The RTPA implements the plan by assuring compliance with all legal requirements of Federal, State and local agencies. It accomplishes this by working in conjunction with representatives of those agencies.

ALLOCATION OF FUNDS FOR TRANSPORTATION PLANNING

The statutes authorize the Director of Transportation to allocate State funds to each RTPA for up to 70 percent of its non-federal reimbursed costs for regional transportation planning from the Transportation Planning and Development Account (TP&D).

The Director allocates State funds from the TP&D account as approved in the Department budget. The allocations are based on the work programs submitted by the regions and progress made in implementing previous transportation plans. Work Programs identify resources, staffing responsibility, authority, operating procedures, etc., for carrying out the planning process.

Fiscal Year 1987/88 marked the passage of landmark legislation for Caltrans, greater in scope than any since the mid 1970's. Senate Bill 140 (enacted 3/15/88) represented the farthest reaching change of statutes affecting Caltrans and its operations since the passage of legislation in 1977 creating the California Transportation Commission.

SB 140 expresses legislative intent to establish a \$1 billion floor under the Caltrans capital outlay program for new capacity-enhancing projects and a \$300 million matching fund for local projects. The act also changed transportation programming procedures, provided more legislative oversight of Caltrans processes and placed a \$1 billion bond measure on the ballot. The bond measure was narrowly defeated by the state's voters in June 1988. (SB 140 was repealed by SB 300 of 1989)

Fiscal Year 1989/90 marked the passage of even more landmark legislation affecting state and local transportation funding. The Governor's 1989 transportation package contained five new bills and a constitutional amendment:

- * SB 300 (Kopp) - Revenue enhancement and program reform. Chapter 105, Statutes of 1989 7/10/89
- * AB 471 (Katz) - Revenue enhancement and program reform. Chapter 106, Statutes of 1989 7/10/89
- * AB 680 (Baker) - Privatization Demonstration Program. Chapter 107, Statutes of 1989 7/10/89
- * AB 973 (Costa) - Rail transportation bonds. Chapter 108, Statutes of 1989 7/10/89
- * AB 2218 (Ferguson) - Fast track process. Chapter 109, Statutes of 1989 7/10/89

* SCA #1 (Garamendi) - Appropriations limit amendment. Resolution Chapter 66, Statutes of 1989 7/5/89

Senate Bill 300 and Assembly Bill 471, changed the way Caltrans develops the State Transportation Improvement Program (STIP). Most significantly, the STIP is now a seven year document rather than a five year document. It is done on odd numbered years; every two years, rather than every year. Major Provision(s) of SB 300 are:

1. The STIP is limited to projects that are Intercity, Commuter and Urban Rail Capital Improvements, Flexible Congestion Relief, Interregional Road Systems, or Retrofit Soundwalls.
2. Requires a State Highway Operation and Protection Program (SHOPP) for major capital improvements that are not included in the STIP.
3. Requires a Regional Transportation Improvement Plan (RTIP) for rural, non-urbanized counties (counties with no cities having more than 50,000 population).

Major Provision(s) of AB 471:

1. Regional Transportation Plans are due December 1, of each even numbered year.
2. Requires an RTIP by December 1 of each odd-numbered year thereafter. The RTIP is a seven year document.

Major Provision(s) of Proposition 111 passed June 5, 1990:

1. Excludes from Proposition 13 spending limit, appropriations for **qualified capital** outlay projects.
2. Excludes from Proposition 13 spending limit, any increases in the motor vehicle fuels tax (gas and diesel tax) above 9 cents, truck weight fees, or the sales tax on the increased portion of the fuel taxes.
3. Changes the method for calculating any state budget revenue excess there may be, that would go to schools.

* Local streets and roads may compete for Flexible Congestion Relief (FCR) funding and there are no local matching requirements. FCR projects must be "designed to reduce or avoid congestion on existing routes by increasing capacity of the transportation system, including new facilities".

The **Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** (Public Law 102-240) was the landmark transportation authorization act for the next six years. This legislation seeks to establish a National Intermodal Transportation System that is economically efficient, environmentally sound, provides a foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner.

SB 1435 (Kopp-1992) implemented the new federal priorities into state law. Both sets of legislation require a regional approach to a Federal - State - Local partnership in decision making. The legislation also requires a State Transportation Plan by December 1993, and that it be in conformance with this Regional Plan as well as consistent with existing legislation. SB 1435 requires this 1994 RTP to be submitted to the California Transportation Commission by June 1995. The 1996 RTP is due on December 1, 1996 and is required to have an environmental assesment attached.

PLANNING PROCESS PARTICIPANTS

The planning of the county transportation system is accomplished through the coordination of various governmental agencies and advisory committees.

The Regional Transportation Planning Agency (RTPA) representing Plumas County is the Plumas County Transportation Commission (PCTC), which was formed in 1971.

A Memorandum of Understanding (MOU) was enacted between the California Department of Transportation (CALTRANS) and Plumas County Transportation Commission in June of 1973. A Policy Advisory Committee and a Technical Advisory Committee was formed as a result of the MOU.

On January 9, 1990, an updated MOU was forwarded to the County where the PCTC authorized the Executive Director to sign the document and forward it to the County Counsel for final signature. The planning participants are:

- A. The Plumas County Transportation Commission includes the Executive Director of the Transportation Commission; one county representative; three representatives from the City of Portola, and two members of the Board of Supervisors representing Plumas County.
- B. The Policy Advisory Committee consists of the above Transportation Commission members and the District Director of the California Department of Transportation office in Redding.
- C. The Technical Advisory Committee consists of members of the technical staffs of the City and County Engineering and Planning Departments, and the District Division Chief, Planning, Caltrans District 2.

CITIZENS' PARTICIPATION

The Social Services Transportation Advisory Council (SSTAC) was organized in accordance with the provisions of PUC section 99238.5. It consists of appointed citizens representing a wide range of transit dependent groups, including social service providers representing the elderly, handicapped, and those of limited means. This body conducts periodic meetings, one of which is an annual transit needs assessment.

PUBLIC HEARINGS AND MEETINGS

The meetings of the Plumas County Local Transportation Commission are advertised in the local newspaper and citizens are encouraged to attend and participate.

CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA)

In a coordination meeting involving local officials and a Caltrans representative, it was recommended to the County Local Transportation Commission (LTC) that the County Board of Supervisors be designated as the Consolidated Transportation Service Agency (CTSA). The CTSA is a legal entity with the capacity to file claims under Article 4.5 of the Transportation Development Act (TDA). The CTSA has the capability of making and entering into contracts with other selected entities to provide community transit service. The County LTC designated the Board of Supervisors as the CTSA on December 1, 1981.

RELATIONSHIP BETWEEN THE REGIONAL TRANSPORTATION PLAN AND ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FUNDS

TDA funds may be used for street and road purposes only after the Plumas County Transportation Commission has determined there are no unmet public transportation needs which can be reasonably met.

In relation to TDA, the California Administrative Code (P.U.C. 91401.SC) defines "Unmet Needs" to include; at a minimum, those public transportation service requirements contained in this plan which have not yet been satisfied. The County LTC annually undertakes a comprehensive evaluation of public transportation needs in order to meet those requirements. The evaluation consists of identifying unmet needs and the analysis of potential public transportation projects to satisfy those unmet needs.

Caltrans amended and or deleted various sections of the California Code of Regulations (CCR) as a result of 1988 regulatory action. The changes related to the statute of 1987 contained in the Transportation Development Act. Public Utilities Code (PUC) Section 99238 requires that each Transportation Planning Agency which is not subject to the apportionment restriction in PUC Section 99232, shall provide for the establishment of a Social Service Transportation Advisory Council (SSTAC), for the area of its jurisdiction.

"One of the responsibilities of the SSTAC is to annually participate in the identification of transit needs in the jurisdiction including unmet transit needs that may exist within the jurisdiction of the council that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services".

DEFINITIONS

The current definitions of "Unmet Transit Needs", and "Reasonable To Meet" were first adopted by the Plumas County Transportation Commission on February 15, 1985, and updated annually:

"Unmet Transit Need" is a required personal trip for clothing, food, governmental social service, medical, or work purposes. This trip could be satisfied by a transit service or facility identified in the Plumas County Regional Transportation Plan, but the service or facility is not presently available. Transit needs do not include: personal transit trips shorter than 2 miles (1/2 hour walk), except for the aged and the handicapped; transportation for individuals who require the assistance of an attendant (other than the driver); or out-of-county travel.

"Reasonable To Meet" is a public or specialized public transit service which will satisfy a transit need at a cost of less than \$4.10 per person, per trip. The total cost of the service is not greater than available governmental transportation funding. The fare-box revenues together with donations are equal to, or greater than 20% of the cost of the service to be provided. It is deemed unreasonable: to provide transit service on weekends, due to increased costs per passenger and service limitations in needed destinations; or to provide a service that duplicates another public transit service.

TRANSPORTATION PROGRAMMING PROCESS

The Regional Transportation Plan takes into consideration three major elements:

1. Goals and Policies
2. Action
3. Financial

1. The Goals and Policies Element has been developed to:

Specifically guide the transportation programs of the county for a short-range, seven year time frame.

Identify goals to continue evolution of the county's twenty-year, long range transportation plan.

2. The Action Element includes:

A seven-year program of projects which is intended to be progress toward the twenty-year goal.

3. The Financial Element includes:

A seven-year estimate of anticipated revenues and expenditures to fund projects identified in the action element.

FUTURE PLAN AMENDMENTS AND UPDATES

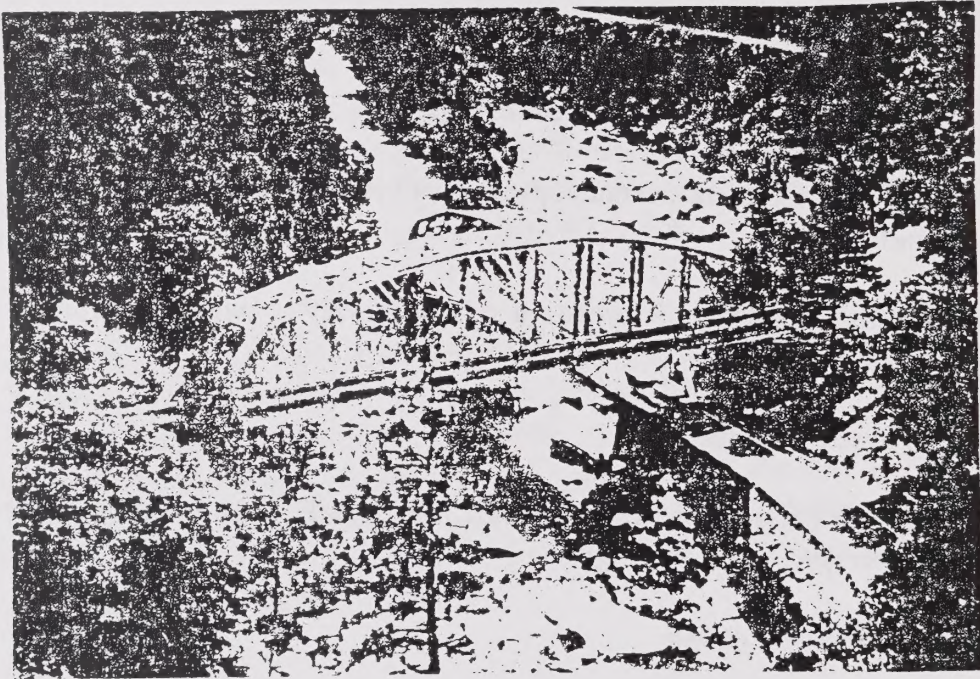
The Plumas County Transportation Commission will be responsive to changing conditions throughout the county on an ongoing basis. As new or redefined projects are needed, the action and financial sections will be amended. Plumas County is currently working on an updated Environmental Assessment to be included in their 1996 Regional Transportation Plan.

This plan is required by law to be reassessed, updated, and readopted biennially.

The Plumas County Transportation Commission considers only the projects in the RTP that have full concurrence of all concerned jurisdictional agencies.

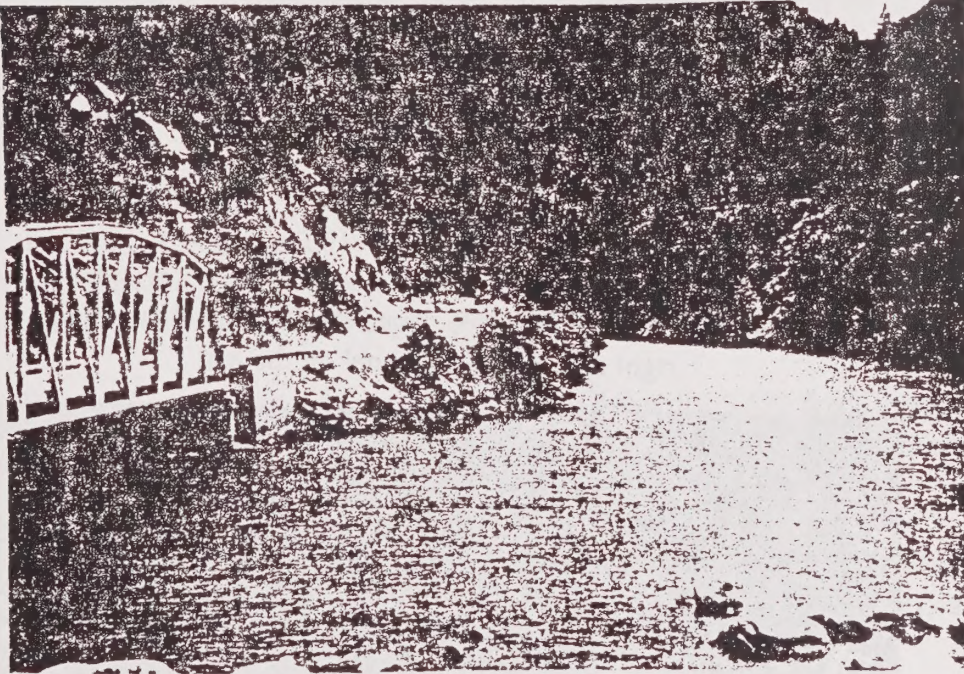
CONTINUING TRANSPORTATION ISSUES

State Route 70 in the Feather River Canyon, is Plumas County's major link to the Sacramento Valley. Highway improvements in this winding, scenic canyon continues to be a high concern for the citizens of Plumas County.



Rail Road crossing over State Route 70 and the Feather River.

State Route 70, above dammed portion of the Feather River



State Route 70 at P.M. 0.99. Note the RR tunnel on upper right and Highway tunnel on the left.



II. BACKGROUND

REGIONAL SETTING

Plumas County is situated in northeastern California at the northern boundary of the Sierra Nevada, and the southern boundary of the Cascade ranges. It is 248 miles northeast of San Francisco, 80 miles northwest of Reno, Nevada, and 146 miles southeast of Redding. Two major highways traverse the county; Highway 70, running east-west and Highway 89, running north-south. The one incorporated city in Plumas County is Portola. The one major unincorporated city is Quincy, the county seat.

The total area in Plumas County is 2,618 square miles. Approximately 30 percent of the property is privately owned, while the remainder of the property is owned by State and Federal government. The county ranks as the twenty-second largest of California's 58 counties.

Elevations in Plumas County are: Chester, 4,525 feet; Greenville, 3,570 feet; Portola 4,850 feet; and Quincy, 3,423 feet. The highest point is Mt. Ingalls, 8,372 feet and the lowest point, Storrie at 1,800 feet.

The climate, as shown on Quincy Ranger Station's, United States Forest Service 60-year weather records: Annual average rainfall, 40 inches; annual average snowfall, 38 inches; annual mean temperature, 50 degrees; average growing season, 4 months.

State Highway 89 was dedicated as a Blue Star Memorial Highway on October 11, 1986. Blue Star Memorial Highway markers are placed only on dedicated highways. A highway is dedicated through a legislative resolution passed by both the State Senate and Assembly. The program was started in 1945 by the National Council of Garden Clubs as a tribute to the men and women of the Nation's armed forces. There are now more than 40,000 miles of Blue Star Memorial Highways Nationwide. California has nearly 4,200 miles dedicated as Blue Star Memorial Highway which is about ten percent of the total. State Route 89 passes through the communities of Graeagle, Crescent Mills, Greenville, and Canyon Dam in Plumas County. A little over 42 miles of State Route 89 pass through Plumas County.

POPULATION AND EMPLOYMENT

Every two years the Department of Finance (DOF) Demographic Research Branch prepares an economic forecast of population and employment figures for each county in California. The forecast estimates Plumas County's 1992 population at 21,010. Of the total, approximately 17% are over 65 years of age (Ref. "ASSUMPTIONS" section of this report). Approximately 2,210 live in Portola, and about 18,800 live in unincorporated areas. The county ranks fiftieth in population of California's 58 counties.

Other population centers are Quincy, Greenville and Chester. There are several smaller communities which include: Beckwourth; Vinton; Chilcoot; Graeagle; Blairsden; La Porte; Delleker; Crescent Mills; Taylorsville; Almanor; and Canyon Dam.

The present economy of Plumas County is geared toward the processing of lumber and forest products. These processes include cutting, sawing and finishing of lumber taken from public timberlands. Additional forest care and service is provided during peak seasonal periods, as well as additional service to visitors. Almost 70 percent of the county's 1,675,780 acres are publicly owned, chiefly under the control of the U.S. Forest Service.

Total wage and salaries earned during employment will record growth over the two-year forecast period. Opportunities for jobs will center around food stores, restaurants, health and social services, and some construction projects.

The various communities and some major features are illustrated on the maps included in the map section following the Table of Contents (M-1). Statistics compiled by the Employment Development Department during 1992/1993 reveal:

<u>EMPLOYMENT DEVELOPMENT DEPARTMENT</u>	<u>1992</u>	<u>1993</u>
Civilian Labor Force	9,775	9,790
Employment	8,475	8,390
Unemployment	1,300	1,400
Unemployment Rates	13.3%	14.3%

The unemployment rate increased to an annual average of 14.3 percent in 1991, the highest rate in six years.

Tourism is promoted. There are many motels, hotels, resorts and trailer parks throughout the county. Numerous camping and picnic sites are available to travelers in the summer, while winter visitors can enjoy skiing tobogganing and snowmobiling

EXISTING TRANSPORTATION FACILITIES AND SERVICES

STREETS AND HIGHWAYS

There are several modes of transportation available to residents of the county, the dominant mode being the automobile. There are 27,541 licensed motor vehicles which travel an average of 29.7 vehicle miles daily upon the public roads in the county. The map (M-1) illustrates the types of facilities on the State Highway System within the County.

PLUMAS COUNTY VEHICLE REGISTRATION

(DMV 1994)

<u>MODES OF TRAVEL</u>	<u>1986</u>	<u>1988</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>
Automobiles	10305	11236	11973	12592	13098	13098
Motorcycles	797	697	714	762	816	748
Trucks	6,836	6,750	7,083	8,202	7,782	8,156
Trailers	4,364	3,600	4,089	5,397	5,116	5,618
TOTALS	22302	22283	23869	27153	26812	27620

ROAD MILES IN PLUMAS COUNTY BY JURISDICTION

(2/93 Assembly of Statistical Reports)

	<u>Miles</u>	<u>Percent of Total</u>
State Highways	1823.....	10.3%
County (Unincorporated)	6620.....	37.4%
City Streets	193.....	1.1%
U.S. National Park Service	5.0.....	0.3%
U.S. Forest Service	883.7.....	50.0%
State Park & Recreation	158.....	0.9%
Plumas County Total	1,768.1.....	100.0%

1992 AVERAGE DAILY VEHICLE MILES OF TRAVEL
(2/94 Assembly of Stastical Reports)

County Roads.....	302,000
State Highways.....	475,000
City Streets	13,000
U.S. Forest.....	27,000
<u>State Parks & Recreation.....</u>	<u>1,000</u>
County Total	818,000

PUBLIC TRANSPORTATION

Plumas Rural Services (PRS) provides transportation to developmentally disabled clients from home to service provider, work, and social activities. PRS clients who are disabled within the criteria of Far Northern Regional Centers, are eligible for transportation assistance.

Transportation is provided to approximately 18 individual clients each month, serving all of Plumas County. There is no fare.

Operating costs are about \$6000 per year, and PRS averages an estimated 300 miles per month to provide service.

Plumas County Transit System provides transportation services to the general public, and transportation for clients of the Greater Avenues for Independence (GAIN) program of the Department of Social Services (DSS). The general public may ride the vans for a fare between \$.50 and \$3.00 one way, depending on destination. GAIN clients ride free with passes from DSS.

There are roughly 950 one-way rides by the general public per month. Approximately 120 rides per month are taken by GAIN Clients. Most of Plumas County is served by the transit system. The vans travel a combined monthly total of 12,100 miles.

The Plumas Job Training Center manages the Plumas Co. Transit System. There are two full-time drivers and one part-time driver, each drive an eleven passenger van; one makes two daily round trips from Quincy to Chester; and additional round trip to Greenville. The other makes three daily round trips from Portola to Quincy. The majority of the funding is from Transportation Development Act Funds, additional funds are supplemented by Federal Transit Authority Section 18 funds, Clean Air Act funds and the Department of Social Services. Plumas County has experienced no adverse impacts from the Bus Deregulation Act.

The City Cab Company operating in the Portola area for 44 years, retired from business in December 1989. No replacement has been found.

New Bus Service

Green Belt Stages, Inc., expanded the Eureka - Redding bus service through the Feather River Canyon and Highway 70 to Reno, Nevada in October 1994. The Route served Redding, Red Bluff, Chico, Paradise, Quincy and Portola. However, service in Plumas County was terminated on April 1, 1995. Green Belt Stages, Inc., no longer provides services in California.

INTERREGIONAL SERVICE

Green Belt Stages, Inc., a common carrier of passengers and freight, operated buses between Reno, Nevada and points within the Central Valley (Chico, Redding, Red Bluff) serving Portola and Quincy with one schedule in each direction daily. However, services in California have been terminated.

Mount Lassen Motor Transit Company, a contract mail carrier, operates vehicles along State Route 36 between Red Bluff in Tehama County and Susanville in Lassen County, making a scheduled passenger stop in Chester. One trip is made each way daily except Sundays and holidays. Reservations are advisable. Current one-way fares have increased an average 100 percent since 1975. Mount Lassen Motor Transit also carries freight.

Honey Lake Express, a freight and shuttle service operates on call between Susanville and Reno with one round trip daily and service to the correctional center.

Kathy's Taxi, provides shuttle and freight service seven days a week between Susanville and Reno and many points in between. The shuttle between West Reno and Susanville serves Route 70 including Portola, Quincy, Greenville and Chester.

Lassen Rural Bus, provides two round trip services: From Susanville to Chester (Monday through Friday), and from Susanville to Herlong (Monday through Thursday). They also provide a Susanville City route (Monday through Friday) and Dial-a-Ride service for Seniors and Handicapped citizens.

SPECIAL TRANSPORTATION SYSTEMS

ELDERLY:

Plumas County Nutrition Center provides transportation to Senior Citizens for a variety of purposes including, but not limited to; meal delivery, medical appointments, and shopping. The only requirement is for the individual to be at least 60 years of age. Requests for transportation must be called in at least one day in advance. A \$.75 donation is requested for service by Plumas Senior Transportation.

Seven vehicles serve four nutrition sites in the communities of Chester, Greenville, Quincy and Portola. There are nine drivers operating the following vehicles:

NUMBER OF VEHICLES

TYPE OF VEHICLE

(1).....19-passenger bus
(1).....16-passenger bus
(1).....13-passenger bus

All of the above are equipped for wheelchair accessibility.

(2).....12-passenger van
(1)..... 8-passenger van

The above three vans are not equipped for wheelchair accessibility.

PCSA #12 (Also known as the Senior Nutrition Transportation Program) utilizes a "Modified Route System". Buses provide daily services to seniors for medical, post office, banking, shopping, and rides to and from the nutrition site for lunch. Once weekly the Quincy van travels the Feather River Canyon (Highway 70) to Tobin to bring seniors into Quincy for medical, shopping, lunch at the nutrition site and the delivery of homebound meals. Once monthly, two 12-passenger vans transport seniors to Chico and Reno for medical purposes.

The Home-Bound Meals Program utilizes buses to transport meals County wide, for seniors who are unable to travel to the hot-meal sites. Seven-hundred fifty (750) seniors are served county-wide every month.

Funding is obtained from the Area Agency of Aging (approx. \$29,000), and the Plumas Co. Transportation Commission (\$66,000). Operating costs are an estimated \$115,000 per year. Fare box recovery of 10% is necessary in order to use TDA funding for transit services, and is being met.

The combined mileage of the vans and buses is 4,000 county-wide miles per month.

Non taxing County Service Area No. 12 was formed and approved by the Board of Supervisors to provide county-wide transportation service. The action was taken to qualify for use of Transportation Development Act funds for Senior Citizens busses or future county-wide public mass transit. The City of Portola was included in the Service Area at the request of the Portola City Council.

HANDICAPPED:

Plumas County Service Area No. 12 provides transportation for handicapped citizens of Plumas County.

OTHER TRANSPORTATION RESOURCES

SCHOOL BUSES:

Plumas Unified School District is the largest transportation provider in Plumas County. It serves all of Plumas County with the exception of a small area in the eastern section of the county (Chilcoot and Vinton). Thirty-eight vehicles serve about 1,800 students and average about 440,864 miles per year (11/94).

Under the Charter Bus Licensing law, the school district can now provide transportation for special community projects such as transporting people to the County Fair.

Through an agreement with the U.S. Forest Service (USFS) and Plumas Unified School District, vehicles and drivers are provided by the school district to transport fire-fighters to fire scenes. The buses remain on stand-by in the fire areas in case of emergency. The District also provides transportation for the Feather River College Elderhostel Program

Feather River College in Quincy, has one 20-passenger bus, which is currently used for field trips and excursions due to lack of funds for additional transportation. Busses are leased from Plumas Unified School District during the school year. (9/92)

Greenville Rancheria Tribal Health Program, operates a licensed communities health Clinic in Greenville, which offers medical, dental, community outreach, and family services counseling. The Clinic has a fleet of seven vehicles, which include 3 seven-passenger vans used to transport Native Americans in Plumas County and outside the county limits for medical referrals (11/94).

Roundhouse Council provides after-school tutoring to Native American students. After tutoring, the students are transported home, free of charge. The Council has one 11-passenger van, driven by a regular driver.

Veterans's Service Office (VSO) provides transportation to Veterans and their widows to the VA medical facility in Reno, Nevada for medical care. The VSO travels approximately 340 miles per month to provide service.

Environmental Alternatives is a service that provides transportation free of charge to children who are placed in foster care programs or receive county assistance. Transportation for medical care or court appearances is provided. Environmental Alternatives travels approximately 1000 miles per month to provide these services.

CARPOOLING:

Carpooling in and around Plumas County is utilized as a private, voluntary, specialized transportation program, which takes place on an ad-hoc basis between the major communities. Although established park-and-ride lots do not appear to be substantially used, Caltrans conservatively estimates 200 commuters participate in carpooling. Groups range from two to four in size. The notable routes are: Chester/Westwood; Chester/Quincy; Greenville/Quincy; Mohawk Valley/Quincy; Portola/Reno. Formal car and van pool matching is done by Caltrans Sacramento Rideshare in Sacramento. Potential poolers can call 246-POOL or 1-800-468-POOL, toll free, for matching service .

AIR FACILITIES

There are three publicly owned airports in the county, all are operated by the County of Plumas (see map on page M-3):

<u>Airport Name</u>	<u>Community Category</u>	<u>Runway</u>	<u>Dimension</u>	<u>Based A/C</u>
Nervino Airport	Beckwourth (BU 1)	07/25	4435x75	17
Chester Airport	Chester (BU 1)	05/23	4700x120	16
Gansner Field	Quincy (BU 1)	15/33 06/24	5300x120 4100 x 60	13

Charter service is available at all three airports.

In addition to the three publicly owned airports, the Indian Valley Hospital in Greenville and Plumas District Hospital in Quincy have heliports. Plumas District Hospital in Quincy wants to relocate their fully permitted facility because it is too small for the size of some of the potential users such as the USFS and Army National Guard. The East Plumas Hospital in Portola has a makeshift landing area on a grassy area near its parking lot used for emergencies only, and it needs upgrading to a fully permitted facility. The Chester Hospital has indicated a need for heliport services.

NONMOTORIZED FACILITIES

This category includes regionally significant bicycle facilities, hiking trails, equestrian trails, boating ways and areas which can be used for snowmobiling and skiing in the winter.

The only trail which can be considered county-wide in significance is the Pacific Crest Trail which runs the length of the county along the crest of the Sierra Nevada. When ultimately developed, it is intended to allow one to complete the journey under maximum possible natural environmental conditions. The vast majority of the trail in Plumas County runs through public lands and is under the jurisdiction of the U.S. Forest Service.

At the request of the Community Development Commission, Plumas County Board of Supervisors adopted a resolution to include the Beckwourth Trail in the California Trail System.

Local Maps

Existing and proposed bicycle routes in the Quincy area are shown on the General Bikeway plan included in the map section of this document, following the table of contents (see map on page M-4).

The residents of Portola have recently become active in advocating bicycle trails between East Quincy and Portola. Portola residents have also been advocates of bicycle routes: Up to Lake Davis; along the Feather River and on County Road A-15 to Clio and State Route 70. (See map on page M-5.)

The map of the Lake Almanor area denotes a bicycle route around Lake Almanor for use by residents in that area. (See map on page M-5.)

Indian Valley residents are pursuing bicycle routes on: Highway 89 from the Taylorsville "T" through Greenville to the intersection with County Road 202A and from the Taylorsville "T" across the Arlington Bridge on County Road 207 to Taylorsville and along County Roads 202, 202A and 215 connecting with Highway 89 northeast of Greenville.



RAIL

There is no rail passenger service in Plumas County, but there is freight service provided by Union Pacific (formerly Western Pacific), Railroad, Almanor Railroad, and Quincy Railroad.

GOODS MOVEMENT - TRUCK & RAIL

Most of the transportation in Plumas county is by motor vehicles using public roads and streets.

Consistent with this, the major portion of goods movement is by truck. With the gradual improvement of highways, trucks have assumed a substantial portion of interregional transport of goods and materials which were formerly moved by rail. Trucks today carry products into, out of, through and within the county. Truck transportation is of vital importance to timber and agricultural interests within the county. Truck loads of logs and lumber are a common sight on Northern California highways.

Rail is an especially suitable form of transportation for ungainly objects such as pilings, poles, and large trusses. It is also important for other timber products which must be moved long distances.

The Union-Pacific Missouri-Pacific Railroad (7/90) operates two main lines and one branch line through Plumas County. One main line runs from Oroville to Reno Junction following the general routing of State Route 70 to Reno Junction, near the junction of State Routes 70 and 395 in Lassen County. From there, the line goes on toward Utah and a branch goes south to Reno.

A second main line branches off at Keddie, about eight miles north of Quincy and travels northward, leaving the county northeast of Lake Almanor and continuing to Bieber in Lassen County where it joins the Burlington Northern Railroad. A branch line leaves the main line at Beckwourth and runs to Loyalton in Sierra County.

Oroville-Reno Junction main line carries an average of 14 trains per day, the Keddie-Bieber line averages six trains per day, while the Loyalton branch line runs a single train on an as-needed basis.

Freight-handling facilities on the Oroville-Reno Junction line are located at Merlin, Camp Rodgers, Belden, Virgilia, Twain, Paxton, Keddie, Quincy Junction, Spring Garden, Sloat, Blairsden, Mabie, Portola, Hawley and Chilcoot. On the Keddie-Bieber line facilities are available at Moccasin, Crescent Mills, Greenville, Almanor and Clear Creek Junction. House track or spur is available at all of these stations.

The Almanor Railroad (7/90) connects with the main line of the Union Pacific Railroad, at Clear Creek Junction. The railroad's primary function is transporting lumber from Collins Pine Company in Chester to Clear Creek Junction where the lumber is picked up by the Union Pacific Railroad.

The Quincy Railroad (7/90), owned by Sierra Pacific Industries, connects with the Oroville to Reno Junction main line of the Union Pacific Railroad at Quincy Junction.

AIR QUALITY

Under State law, local and regional air pollution control districts have the primary responsibility for controlling air pollution from all sources other than vehicular. The Air Resources Board (ARB), has the responsibility of controlling vehicular sources. The ARB divides the State into air basins and adopts standards of quality for each air basin.

Plumas County is in the Mountain Counties Air Basin and has recently enacted an agreement with the Northern Sierras Air Quality Management District for air pollution monitoring on an as-needed basis or at public request.

For the first time air quality in the region exceeded National Ambient Air Quality Standards for particulate matter during January, 1991. There are no heavy industrial areas or manufacturing concerns in the region. The single largest percentage of pollutants emitted into the air is caused by residual smoke from wood burning fireplaces, during the cold winter months. Also contributing to particulate matter problems are open burning and dust from unpaved roads. Plumas County is non-attainment for particulate matter(state level) at this time by virtue of exceeding standards on nine measurement days in 1994.(11/94)

PIPELINES

There are no major pipelines passing through Plumas County.

ASSUMPTIONS

POPULATION GROWTH

The Department of Finance (DOF), Demographic Research Unit population estimate report (published January 1994), puts Plumas County's 1994 population at 21,000. The DOF population projections report (illustrated in the table below), issued in April of 1993 shows a rate of growth, at about 1.4% per year between 1990 and 2000, then a steadily declining growth rate in the decades thereafter.

POPULATION GROWTH PROJECTION

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
<u>POPULATION</u>	19,000	22,800	24,900	26,800	28,600	30,400
<u>PERCENT CHANGE</u>		12.7%	8.4%	7.09%	6.29%	5.92%

The Demographics and Socio-economic Characteristics document, based on the 1990 U.S. Census, and published by Information Publications in 1993, shows that the number of persons in Plumas County age 65 and older totalled 3,355, or about 17% (note: a slight discrepancy exists between the figures in this report, and those in the DOF Population Projections report cited in the table above. Total population for 1990 is set at 19,739 in the D&SC document, as opposed to the DOF figure of 19,900.) School-age children represent 19% of the total, and working-age adults (under 65) constitute 57%.

LAND USE

The Plumas County General Plan includes area maps dividing the county into eight planning units. The units are organized into five areas. Every year, one of the five areas is reviewed as part of a five-year cycle. These reviews are to reflect all new information and changing community values as well as to maintain coincidence with State law. Reviews may result in amendment of the General Plan and changes of zoning. The review schedule is:

- 1994 Mohawk
- 1995 Sierra Valley-Last Chance
- 1996 Indian Valley
- 1997 Almanor
- 1998 American Valley-Middle Fork-Canyon

A County Road Condition Status Report identifying road standard class, present safe carrying capacity, deficiencies and ultimate service demand should be maintained as part of the General Plan and should be updated as part of the annual review.

Caltrans biennial update of the Regional Transportation Plan is incorporated into the General Plan as an integral part of the County General Plan.

ECONOMIC BASE

Plumas County relies heavily on timber, lumber-related industries, Government, Retires and recreation as it's economic base. During the preparation of the 1992 RTP, Plumas County experienced what is considered to be a permanent dedine in their lumber related industries. Plumas County experienced a partial dedine in the building and housing industry as well. The Almanor and Graeagle areas experienced a building increase resulting from the construction of recreational and second homes for out-of-county residents. The remainder of the county experienced a dedine in the building and housing industry. The recreational appeal of Plumas County continues to be a strong contributor to the county's housing, building and economic base. The 1993 unemployment rate was 14.8%

TRANSPORTATION FINANCING

Although the passage of the Surface Transportation Act of 1982 raised Federal gas tax levels by five cents per gallon, distribution fomulas are such that Plumas County receives no direct benefits from the new revenues generated. However, the passage by the California State Legislature of SB 215 provides that a portion of the two cents per gallon State tax increase is to benefit cities and counties.

Aviation funding is available to Chester, Gansner and Nervino airports from both the State and Federal government through NPIAS.

Local Transportation Fund (LTF) information can be found in the Financial Element of this plan. State Transit Assistance (STA) funds are nomally used to support the elderly transit system.

The U.S Department of Agriculture reports that pressure on Congress stopped a proposed change in the 75-year old Timber Based Revenues fomula and the fomula was not changed. During the last two years, California counties received less money than normal from timber based revenue, due to the devastating fires of 1987 and 1992. Some monies have been recovered over the two year period from the early harvesting of fire-damaged timber, this will help to offset the loss of timber to fire.

Recently, timber revenues from U.S Forest Service lands have been suspended. This suspension is a direct result of the controversy surrounding the issue of the preservation of old growth timber that

provides the habitat for the Spotted Owl. Ultimately, the timber sales that provide revenue for Plumas County road work is expected to decrease

STATUS OF PREVIOUS PROJECTS

SCHEDULE OF RECONSTRUCTION AND IMPROVEMENTS

1992 STIP AND HSOPP

PLUMAS COUNTY

(1,000's)

ROUTE	PROJECT DESCRIPTION	92/93	93/94	94/95	95/96	96/97	97/98	98/99
70	<u>1992 STIP</u> 252000 - Fr 0.3 to 0.4 Mi E of Chambers Cr Constr EB & WB Pass Ln (Completed 2/16/94)		1,011					
70	<u>1992 HSOPP</u> 301600 - Feather River Br #9-02, #9-03 & #9-04 Replace Bridges (Incl in 94 SHOPP)					11,116		
70	259530 - Spanish Cr Br #9- 15 Replace Bridge (Incl in 94 SHOPP)				5,069			
70	259551 - Nr Quincy fr 2.5 Mi W of Spanish Cr Br Constr EB & WB Turn Lns (Completed 9/14/94)	2,102						
70	25954K - Nr Spring Garden fr 0.5 Mi W of La Porte Rd to Sloat Rd Nr Quincy Structural Repair (Incl in 94 SHOPP)							
70	270211 - In Portola W of Big Grizzly Br Structural Repair (Completed 10/31/94)	3,164						
89	25978K - Nr Greenville fr 2.4 Mi S of Wolf Cr Constr NB Pass Ln (Incl in 94 SHOPP)							2,363
TOTAL		5,266	1,011	-0-	5,069	11,116	-0-	2,363

AIRPORT IMPROVEMENTS

The 10 Year Capital Improvement Program has been submitted to the Division of Aeronautics and is included in the Action Element. California Aid to Airports Program grant funds, in the amount of \$10,000 each, is historically used for maintenance at Nervino, Chester and Gansner Airports.

NONMOTORIZED IMPROVEMENTS

The 1994 Regional Transportation Plan proposes various unspecified projects for the benefit of nonmotorized traffic facilities in Plumas County.

A proposal to establish a bikeway system from the north side of Quincy to Feather River College is in the design stages. The bikeway will afford a safer and more scenic route for bicyclists while meeting the functional commuting needs of bicyclists. Proposition 116 funds have been approved for the construction phase. Which will include construction of the bike path from Gasner Airport across Spanish Creek and into the Gasner Park.

All proposed bicycle routes are included in the "M"(maps) section of this document, after the Table of Contents. There is no priority sequence for construction. Each will be reviewed by the PCTC as funding becomes available.

Proposition 116 Fund Transfer agreements are in preparation for county sidewalk construction projects. Sidewalks are to be constructed in Chester, Greenville, Taylorsville and Quincy.

III SHORT-RANGE AND LONG-RANGE TRANSPORTATION SYSTEM

RELATIONSHIP BETWEEN SHORT-RANGE ACTION PLAN AND LONG-RANGE PLAN

The short-range action plan identifies specific projects to be accomplished within a ten-year period as steps toward achievement of the long-range plan.

The long-range action plan is the desired transportation plan envisioned for the years beyond the short-range plan. It includes anything beyond the short-range, ten-year plan.

The Regional Transportation Plan serves as a regional information planning document, as well as the circulation element of the General Plan. Consequently, Caltrans Regional Transportation Planners and Plumas County Local Planners are working closely together to ensure a smooth planning process where proper land use is foremost.

DISTRICT SYSTEM MANAGEMENT PLAN

The system planning process is a process designed to evaluate and make recommendations for system-wide improvements to the State transportation system. The process considers the entire transportation system including the physical structures, vehicles and operators used for transportation systems. The process involves three interrelated planning documents. These planning documents provide planning guidance, evaluate transportation corridors and develop system improvements. The three system planning documents are:

- (1) District System Management Plan (DSMP)
- (2) Transportation Concept Report (TCR)
- (3) Transportation System Development Plan (TSDP)

DSMP The District System Management Plan is a strategic and policy planning document that presents how the district envisions the transportation system will be developed, managed, and maintained over the next twenty years and beyond. The DSMP is developed in partnership with regional transportation planning agencies, congestion management agencies, transit districts and air quality planning agencies. It considers the entire transportation system including all facilities regardless of jurisdiction, and addresses all modes and services which move people, goods and services. The DSMP summarizes twenty-year planning concepts and proposed transportation improvements on a system-wide level, and influences the development of future transportation concepts and transportation development plans. The DSMP is the counterpart of the Regional Transportation Plan (RTP).

TCR The Transportation Concept Report (formerly Route Concept Report) analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty-year concept. The concept considers operating levels of service, modal facility types and vehicle occupancy for all modes. The TCR is the generic analysis document for major transportation service areas, whether it be a facility, corridor, or area study. The TCR must be consistent with the strategies of DSMP.

The TCR's will provide Legislators a realistic look at uniformly identified concerns in the State Highway System, and provide guidance for setting priorities for projects to be included in the STIP.

TDP The Transportation Development Plan or its equivalent, such as the Regional Transportation Improvement Plan (RTIP), identifies transportation corridor improvements for modal options and applications analyzed in the TCR, DSMP, and regional studies. The TDP is developed using two projections. It covers the five-year period following the seven year State Transportation Improvement Plan. Together, the seven-year STIP and the five-year TDP cover the first twelve years of the twenty-year planning period. This time frame provides a benchmark for measuring progress toward attainment.

The Department of Transportation is currently working with the county to provide Long-Range State Highway Systems Planning information. Plumas County will be better able to develop long range plans for addressing population and transportation generating increases and needs through the cooperative efforts of both county and Caltrans officials.

PUBLIC TRANSPORTATION

The number of citizens living in the county is expected to increase about 20 percent by the year 2010. The number of motor vehicles is likely to increase proportionately. Taking into consideration the natural ability of Plumas County to attract tourists, along with the projected increase in population, it is reasonable to assume that the capacity of selected streets and highways will be of concern.

The current ridership on the Plumas County Transit System is in excess of 1,000 and is expected to increase.

Under the direction the Plumas County Transportation Commission, Larry Fites Engineering performed an "Unmet Transit Needs Study". The study provided the County with new "Unmet Needs" definitions, and "Reasonable To Meet" definitions.

This study was completed in February 1985.

In the study "the key tests" of the suitability and feasibility of any public transit system or facility are quoted as:

- a) Is there a specific NEED for public transportation?
- b) Would it be ECONOMICALLY possible to operate the public transportation system/facility? (A reasonable relation between the cost of the program and the "benefits" to be derived must be perceived.)
- c) Would the transportation program SATISFY the need?
Would it be used?

The study continues:

"Several obvious needs exist for public transportation in Plumas County, in numbers significant enough to warrant consideration."

In many cases these needs are already being met. In other cases it just may not be economically feasible to satisfy the needs through public transportation services or facilities:

"As the actual dollars available for transit decrease, and as competition for the available dollars increase, and as the monetary constraints of operating a transportation system increase (i.e., insurance, salaries, etc.) the question of whether Plumas County could afford, or justify, a public transportation system in the year 2010 is unanswerable."

Some of the most powerful deterrents to public transportation success in Plumas County are lack of providers, a randomly dispersed population, high cost of a system, funding cuts, and political constraints due to these deterrents. Increasing emphasis, however, is being placed on providing transportation to the transportation-disadvantaged.

NONMOTORIZED

This category includes regionally significant hiking trails, equestrian trails, and boat ways, as well as bicycle routes and facilities. The Bicycle Committee appointed by the Board of Supervisors, identified some projected commuter bicycle needs of children riding to school and other related school activities. These needs are reflected on the map nonpriority listing in the map section. Some of these needs can be resolved with separate bike and pedestrian routes adjacent to narrow highways. This option would benefit the drivers of motor vehicles, bicyclists, and pedestrians. All proposed bicycle routes are included in the "M"(maps) section of this document, after the Table of Contents. There is

no priority sequence for construction. Each will be reviewed by the PCTC as funding becomes available.

AVIATION FACILITIES

The County Planning Department has completed a 10 year Capital Improvement Plan listing for the three airports. The PCTC will approve the prioritization of projects prior to inclusion in the Aviation Capital Improvement Plan (CIP).

Substantial capital improvements were completed at Quincy-Gansner Airport during 1994. These included: (1) an overlay of the existing apron and runway; (2) apron expansion; (3) slurry seal of the parallel taxiway; (4) hanger taxiway construction; (5) drainage improvements; and (6) installation of an aboveground fuel tank.

Capital improvements were also made to Chester-Rogers Field during 1994. These included: (1) the construction of a pilot lounge and restroom facility; and (2) construction of a hanger access taxiway. The relocation and construction of a lighted wind cone/segmented circle is scheduled for 1995.

The threshold for Runway 7 at Bedwourth-Nervino airport has been relocated 215 feet.

GOODS MOVEMENT

With the gradual improvement of highways, trucks have assumed a substantial portion of interregional transport of goods and materials which were formerly moved by rail. The majority of goods movement in Plumas County is by truck. Trucks today carry products into, out of, through and within the county. Truck transportation is of vital importance to timber and agricultural interests within the county. Truckloads of logs and lumber are a common sight on Northern California highways.

These large trucks have become an increasing presence on Quincy and Portola main streets, as well. During winter snow conditions, drivers of large trucks attempt to avoid harsh weather conditions or road closures on Interstate-80. They take alternate routes at lower elevations that travel through Quincy and Portola's main streets. Because this situation has not abated, the Local Transportation Commission decided that a study of the impact of these trucks was in order.

A study by an independent consultant was completed in May 1989. The purpose of the study was to determine the impact of these trucks on the roads, as well as air quality.

Study results reveal "A significant number of large four and five axle truck combinations use SR70 during indement winter weather, when R1 chain controls or road closures exist for extended periods on I-80 over Donner Summit."

The study concludes with the finding that "the impact of heavy truck traffic in winter on SR70 (and the delays caused to traffic in summer with RV usage) warrants further improvements, especially in the carry on section".

TRANSPORTATION FINANCING

Transportation financing will continue to be based on Transportation Development Act funds. Local Transportation Funds, which have been filling the gaps left by the reduction over the last five years of State Transit Assistance Funds, will continue to fill this need. As a result of the passage of Propositions 108 and 111 in the June 1990 election, some additional State Transit Assistance Funds will be available for the development and operation of public transit. Proposition 116 will provide funds for rail projects and transit vehicles. Restrictions on the use of some funds (e.g., gas tax revenues for street and road purposes) will remain in effect.

TRANSPORTATION CONCEPT REPORT (TCR)

WHAT IS IT?

Efficient use of money requires realistic highway planning. Caltrans uses a 20-year "Transportation Concept" plan. Available funds, route importance and expected traffic volumes drive the system analysis. One Route is compared to other routes on the basis of the "Level Of Service" (LOS) it will provide to the motorist. Caltrans uses a "CONCEPT" LOS as a bench mark. Some routes have a concept of "maintenance only."

HOW IS IT USED?

Caltrans compares the existing LOS to the concept LOS to define improvement urgencies. This method of project definition activates capacity-increasing projects for the State Transportation Improvement Program (STIP). A Transportation Concept Report (TCR) is prepared to indicate where the capacity needs improving. Local input by Regional Transportation Planning Agencies (RTPA's) helps guide the project selection each year.

Project Study Reports (PSR) define scope and cost of the RTPA supported projects prior to programming in the next 7-year STIP.

The 20-year Transportation Concept - Level Of Service on state highways in Plumas County is shown on the following page.

Plumas county is traversed or served by State Routes (SR) 36, 49, 70, 89, 147 and 284. The 20 year Transportation Concept - Level Of Service (LOS) on:

SR 36 is "D"

SR 49 is "Maintain Only"

SR 70 is "D" from Butte Co line through Quincy and is "C" from Quincy to the Lassen Co line.

SR 89 is "D"

SR 147 is "Maintain Only"

SR 284 is "Maintain Only"

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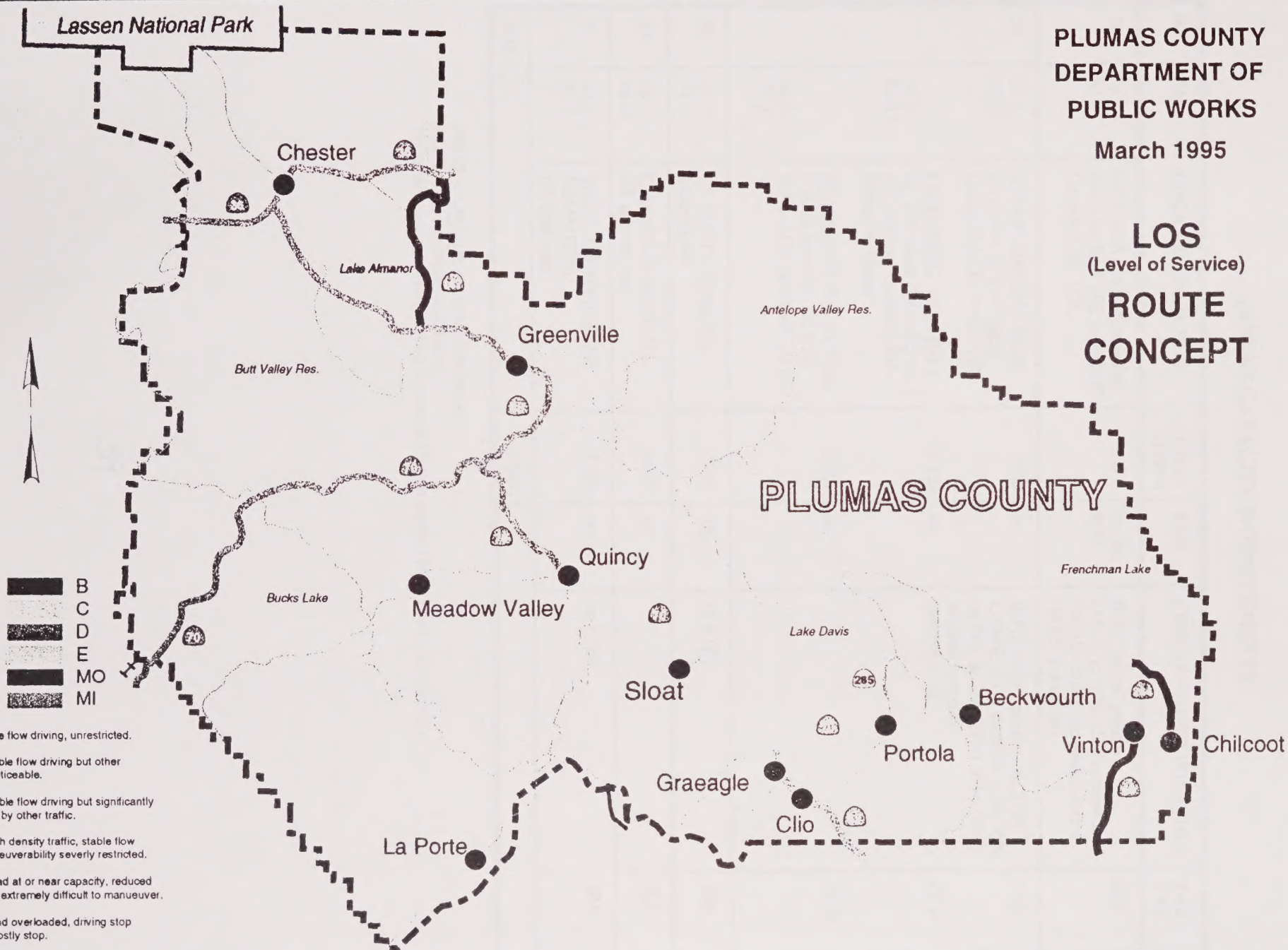
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PLUMAS COUNTY
DEPARTMENT OF
PUBLIC WORKS

March 1995

LOS
(Level of Service)
ROUTE
CONCEPT

PLUMAS COUNTY



1990-1991

1991-1992

1992-1993

1993-1994

1994-1995

1995-1996

1996-1997

1997-1998

1998-1999

1999-2000



10 YEAR CAPACITY IMPROVEMENTS

RT	PM	LOCATION/DESCRIPT.	COST \$1000's	PSR	COMMENT/JUSTIFICATION	FND TYP
70	54.7 - 55.5	fr 0.7 mi E of Gill Ranch Rd to 0.3 mi E of LEE SUMMIT Construct EB TCL	1,200	no due 8/92	IRRS "other" priority. LOS C/E. 80% ADT increase to 5400 by 2010, accident concerns (IRRS Substitute)	IRS
70	51.3 - 52.0	SPRING GARDEN P/L fr 0.1 to 0.8 mi E of Spring Garden BR/OH #9-62 - EB	700	no	IRRS "other" priority rte. LOS C/D&E. ADT increases from 70% to 90% for high of 6120 by 2010, accident concerns concept is 4E	IRS
	57.8 - R60.1	CROMBERG AREA fr 0.4 mi W of Sloat Rd to 0.5 mi E of Cromberg Cemetery Rd - Widen to 4 lanes	3,300	no		FCR
	66.9 - 71.2	BLAIRSDEN TCL fr 0.3 mi E of rte 89 to 0.2 mi E of Willow Cr - construct 2.0 mi TCL	2,300	no		FCR
70	46.2 - 47.0	LA PORTE ROAD P/L Extend lanes	700+	yes	in RTIP	IRS
70	48.1 - 48.8	CHANDLER ROAD P/L EB passing lane	600+	no		IRS
70	52.3 - 53.2	WEST APPROACH LEE SUMMIT P/L EB pass lane	1,200	no	in RTIP	IRS
TOTALS			10,000			

HSOPP excluded from County Minimums

Funds subject to North/South Split

Dollar amounts are targets for last 3 years of 10-year target (1999/2000 to 2001/2002)

20 YEAR CAPACITY IMPROVEMENTS

RT	PM	LOCATION/DESCRIPT.	COST \$1000'S	PSR	COMMENT/JUST.
70	54.7 - 55.5	fr 0.7 mi E of Gill Ranch Rd to 0.3 mi E of Lee Summit Construct EB TCL	1,200	No	IRRS "other" priority. LOS C/E, 80% ADT increase to 5400 by 2010, accident concerns (IRRS Substitute)
70	51.3 - 52.0	SPRING GARDEN AREA fr 0.1 to 0.8 mi E of Spring Garden BR/OH #9-62-EB passing lane	600	No	IRRS "other" priority rte. LOS C/D&E. ADT increases from 70% to 90% for high of 6120 by 2010, accident concerns concept is 4E
	57.8 - R60.1	CROMBERG AREA fr 0.4 mi W of Sloat Rd to 0.5 mi E of Cromberg Cemetery Rd - Widen to 4 lanes	3,300	No	
	66.9 - 71.2	BLAIRSDEN near Blairsden fr 0.3 mi E of rte 89 to 0.2 mi E of Willow Cr- construct 2.0 mi TCL	2,300	No	
70	46.2 - 47.0	LA PORTE ROAD EB passing lane	700+		(in RTIP)
70	48.1 - 48.8	CHANDLER ROAD EB passing lane	600+		IRSS
70	78.3 - 80.8	PORTOLA fr Portola to Plu/Læ Co ln add 2.5 mi passing lane	10,000	No	IRRS other priority Rt. (not IRRS List)
	85 - 85.5	add .5 mi 4 lanes			
	95 - 95.5	add .5 mi EB passing lanes			
70	52.3 - 53.2	W SLOPE LEE SUMMIT EB passing lane W apprch Lee Summit	1,200		(in RTIP)
TOTALS			19,900		

- * HSOPP excluded from County Minimums
- Funds subject to North/South split
- Dollar amounts are targets for last 13 years of 20- year target (1999/2000 to 2011/2012)

IV. POLICY ELEMENT

GOALS, OBJECTIVES AND POLICIES

The Regional Transportation Planning Agency updates goals, objectives and policies and develops new ones when they are needed. This allows them to determine:

1. The course of action to be taken.
2. Levels of achievement desired.
3. What they seek as an end result of the plan.

The following definitions can be used when developing goals, objectives and policies:

A goal is general in nature and characterized by a sense of timelessness. It is something desirable to work toward, the end toward which effort is directed. However, a goal is not normally attainable.

An objective is a measurable point to be attained. Therefore, objectives represent levels of achievement in movement toward a goal.

A policy is a course of action selected from alternatives which include given conditions. It is used to determine and guide present and future decisions regarding development and implementation of transportation matters.

The determination of regional goals and policies should be developed through citizen involvement and government interaction. Keeping in mind the definition of an objective, it is important to set up regional objectives in measurable terms. The public should be involved in setting up evaluation criteria.

Occasionally, the development of goals and policies may raise questions concerning interjurisdictional differences pertaining to local, regional and State goals. Any such conflicts should be resolved through feedback during the planning process.

Finally, when focusing on alternatives in the regional plan, consideration should be given to relevant concerns such as natural environment and socioeconomic factors.

ALTERNATIVES CONSIDERED

The California Transportation Commission adopts the regional planning guidelines that require alternatives considered in the planning process. These must include, as a minimum, the analysis of the "do nothing" alternative and the "constrained air quality" alternative.

In this Regional Transportation Plan, five alternatives have been considered. They are:

Do Nothing

No new facilities or services. Maintenance and operations only.

Status Quo

Continuation of existing programs at the current levels with existing finances.

Emphasize Road Improvements

All available discretionary transportation resources would be committed to maintaining and improving the street and highway facilities. New funding would be sought for street and highway purposes.

Emphasize Public Transportation

All available discretionary transportation resources would be committed to expanding the availability of public transportation services. New funding would be sought for public transportation purposes.

Emphasize Multimodal Transportation

Additional funding would be sought to speed the development of adequate transportation services. Project comparison is based upon their costs and benefits, with priority given to the more favorable projects regardless of the mode.

Preferred Alternative

The Plumas County Local Transportation Commission has selected the **Status Quo** alternative as the basis for planning transportation facilities and systems in the county.

OVERALL REGIONAL TRANSPORTATION GOAL

To provide an effective, balanced and coordinated transportation system, at a reasonable cost, consistent with the socioeconomic and environmental needs of the county residents.

GENERAL TRANSPORTATION POLICY

The Policy Element of the RTP is the foundation for the Action Element. Policies have been developed to provide the basis for transportation decisions during the next seven years.

STREETS AND HIGHWAYS

Goal 1

To provide a streets-and-highways system which effectively and safely serves the variety of lifestyles in the county.

Objective

To establish an inventory of county roads which will determine priorities for meeting transportation needs.

Policies

a) Review county roads in conjunction with the General Plan annual review to amend the County Road Condition Status Report (CRCSR).

b) Schedule present and future transportation projects within the limits of fiscal constraints.

c) Using the CRCSR, develop a list of projects according to the following priorities (Highest to lowest):

- Mitigation of high-accident situations.
- Adequate maintenance to protect the existing facility.
- Rehabilitation or upgrading of existing facilities to reduce cost of maintenance.
- Improvement of existing facilities to provide increased capacity and reduce congestion and delay.
- Construction of all new facilities.

Goal 2

To assure the coordination of transportation facilities with adopted land-use designation set forth in the County General Plan.

Objective

Determine the compatibility of transportation projects with the General Plan prior to scheduling.

Policies

a) Before scheduling transportation projects, obtain a determination from the planning department as to whether the project is compatible with the General Plan.

Goal 3

To identify and aggressively pursue and utilize available funding to support transportation facilities.

Objective

Program available funds to rehabilitate roads and provide an adequate transportation system.

Assign high priority to transportation projects which support the adopted land-use.

Policies

a) Support legislation which will provide additional funding for streets and roads, as well as various types of transportation.

b) Pursue all available Federal, State, and private funding.

c) Adhere to fiscal priorities which ensure the most cost effective benefits.

d) Aggressively seek grants from Federal and State sources.

e) Establish benefit areas for precise planned roadways.

Goal 4

Efficient use of county funds calls for allocation of available monies proportionate to the projected increase in service demand within an area.

Objective

Priority for improving existing county roads would be given to industrial areas to accommodate planned development.

Policies

a) Maintain compatibility between the RTP and the county General Plan.

b) Minimize the cost of new facilities and improve existing facilities for development directly benefitted by county roads, by requiring the developer to :

- Dedicate land.
- Pay a prorated share of the benefit received.
- Construct a portion (or all) of the roadway .
- Or a combination of the above.

TRANSIT

Goal 1

To develop a public transportation system which ensures that the mobility needs of transportation handicapped residents are met in the most economically efficient manner.

Objective

To use any identifiable measures to provide safe and efficient operations, promote ridership and remain within budgetary constraints.

Policies

- a) Provide safe equipment and suitable facilities for a balanced transit system.
- b) Maintain existing levels of funding while seeking additional sources of revenue and grants to support public transit.
- c) Coordinate public transit with private and social service transportation providers using CTSA assistance.
- d) Annually meet with the SSTAC, taking their recommendations into consideration to determine if defined needs of the transportation-disadvantaged can be reasonably met prior to the Unmet Needs Public Hearing, and to take into consideration any other major transit issues.
- e) Consider mobility needs of all groups when doing transit planning
- f) Analyze changing economic conditions which affect public transit.
- g) Promote increased operating and maintenance efficiencies.

AVIATION

Goal 1

To provide safe and adequate airports in the county.

Objectives

Improve airports to better serve general aviation users

Policies

- a) The PCTC will support efforts to implement the adopted airport plans.
- b) The Airport Land Use Commission will oversee development of land use around airports.
- c) Seek grants and/or loans to provide necessary financial support for airport safety, maintenance and expansion.

NONMOTORIZED

Goal 1

Establish a bikeway system to achieve the functional commuting needs of bicyclists and to provide for their physical safety.

Objective

Identify the functional needs of bicyclists. Identify bikeway routes which serve the functional commuting needs of bicyclists and which provide for their physical safety.

Policies

- a) Adopt a General Bikeway Plan employing the identified bikeway routes available. Use Local Transportation Funds for facilities provided for the exclusive use of pedestrians and bicycles. Aggressively seek Bicycle Lane Account funds. *Bikeway routes shall respect and protect the integrity of the opportunity constraint and policy areas.*

TRANSPORTATION SYSTEMS MANAGEMENT

Goal 1

Maintain the existing transportation system to prevent costly deterioration and to ensure that efficiency of the system does not decline.

Objective

Use available funds for programs which ensure the maintenance and protection of most efficient use of existing facilities.

Policies

- a) Give highest priority to maintenance and protection of existing facilities.
- b) Examine low-cost alternatives rather than approving costly expansions.
- c) Support land-use planning that maximizes potential of current infrastructure by funding programs in conformance with the General Plan.

Goal 2

Maintain environmental quality by decreasing air pollutants caused by transportation systems, and conserve energy used for transportation.

Objective

Increase vehicle occupancy

Policies

- a) Stimulate multipassenger vehicle use and draw attention to energy conserving transportation.
- b) Encourage residents to use bicycles, mopeds, and motorcycles.
- c) Encourage and set up car and vanpools.

Goal 3

Fund programs in conformance with the Plumas County General Plan.

Objective

Development of a system of high-standard collectors and arterial roads to reduce travel time and improve traffic safety within the county, as well as connectors with other regions.

Policies

a) Correct deficiencies in major collector and arterial roads and streets where year-round public service is needed for education, mail, medical, fire protection, law enforcement and cultural activities.

Goal 4

Provide adequate facilities for mobility impaired travelers.

Objective

Ensure transportation facilities are designed to meet both the needs of elderly and handicapped travelers as well as the general public.

Policies

- a) Purchase public lift-equipped transit vehicles.
- b) Train drivers in procedures to assist wheelchair riders.
- c) Modify existing rest stops to make them fully accessible.
- d) Design/build future rest stops to be fully accessible.

GOODS MOVEMENT

Goal 1

Maintain goods movement facilities (streets, roads and airports) at a high level of safe and efficient operation using maximum funding available.

Objective

Protect county's economic base

Policies

a) Support Federal, State and local policies that enhance facilities involved in the transportation of commodities.

ENVIRONMENTAL

Goal 1

To coordinate the RTP with adopted environmental goals and policies addressed in the County General Plan and other documents. These goals and policies include, but are not limited to, air, water, timber, and land management plans.

Objective

Support the social, economic, recreational, safety, and service needs of the people in the county which will preserve the quality of life outlined in the county General Plan.

Policies

- a) Support land-use policies which alleviate environmental pollution.
- b) Support industrial development which is least detrimental to the environment.
- c) Assign funding priority to projects which would reduce or eliminate existing environmental problems.

STATUS OF UNRESOLVED ISSUES

Highway 32

Plumas County Board of Supervisors requested through Resolution 86-4029, that SR32 be considered high priority in future State Transportation Improvement Programs (STIP).

SIGNIFICANT TRANSPORTATION ISSUES

The single most important transportation problem facing the county continues to be a lack of funding to maintain streets and roads. An equally serious problem is the instability of funding sources. Both the State and Federal government seek to shift more of the fiscal burden to local government and private industry. This may not be economically and politically feasible in rural areas.

As State and Federal governments continue to explore how to lessen their financial burden, there is a growing frustration at the local level due to actual and anticipated budget cuts. Even short range planning becomes challenging in such an uncertain environment.

Alternative transportation funding methods include sales tax increases, private developer fees, permit fees, and privately financed transportation systems.

Prioritized transportation projects, as defined by the county to be of major importance, such as transportation for the elderly and handicapped appear in the Action Element of this plan, beginning on the following pages.

The City of Portola has expressed concern for access from SR 70 to the city across the river. The existing bridge is the only access. In case of bridge failure due to disaster, the city would be separated.

Citizens and elected officials have expressed interest in a Scenic Route designation for State Route 36 throughout Plumas County and also for State Route 32.

V. ACTION ELEMENT

INTRODUCTION

The Action Element section is a synopsis of the short-term (seven-year) actions necessary to achieve the county transportation objectives. It describes the specific programs planned to carry out the policies identified in the Policy Element. It includes a list of Capital Improvement Programs for State Highways, County Roads and City Streets; a listing of local government actions to develop and maintain public transit services; a plan to develop a regional bikeway system; and a seven-year airport maintenance and Capital Improvement Program. This section describes capital improvements, operational commitments and administrative support for each mode of transportation, as well as the government entity responsible for specific projects.

The Regional Transportation Plan does not include projections for school transportation, nor does it deal with rail or intercity buses. Although decisions about these transportation forms can affect the region, they are not within the policy jurisdiction of the Regional Transportation Planning Agency, the Plumas County Transportation Commission.

SHORT-RANGE TRANSPORTATION PROPOSAL

STREETS AND HIGHWAYS

An adequate, well-maintained system of streets and highways is an essential element of any region. It sustains industry, links communities and enhances the quality of life for residents. While expansion of highway systems is desirable, maintenance is mandatory. Any delay in road maintenance can result in greater deterioration and higher repair costs. Without adequate maintenance, the county will be faced with the costly prospect of having to completely rebuild portions of roadway. Policies of this RTP reflect the county's desire to maintain its streets and roads as adequately as possible with the funds available.

The programming of State highway projects rests primarily with the California Transportation Commission (CTC). Every year the CTC adopts the State Transportation Improvement Program (STIP) which lists a seven-year program of State highway projects. In development of the STIP, the CTC is advised by both Caltrans and the Plumas County Transportation Commission in its role as the Regional Transportation Planning Agency (RTPA).

The Plumas County Transportation Commission evaluates Caltrans proposed STIP, the regional policy statement, existing State highway deficiencies, the long-range plan, and existing and potential funding sources. Based upon the results of this review, the projects set forth on the

following pages are projects considered to be needed, cost-effective, and fundable with a reasonable allocation of Federal, State, and Local funds.

COUNTY AND CITY STREETS

The County Department of Public Works reviews county roads every year. Based on anticipated revenues, they develop a seven-year program of projects. The projects have been programmed to maintain and rehabilitate the system now in existence. This process is consistent with the Policy Element in this plan. The recent purchase of 'pavedex' pavement condition data for county maintained mileage and the management of those data with the newly purchased pavement management system will facilitate efforts.

The primary focus of the City of Portola's street projects are the protection of the current investment. New construction for the next seven years would be limited by the funds available and then developed in accordance with the approved item priority for such improvements.

AIRPORT IMPROVEMENTS

The primary goal of the county is to continue to provide safe airports for "General Aviation" users. The 10 year Capital Improvement Plan (CIP) provides for overcoming deficiencies identified during airport inspections. Airport Master Plans for Chester, Nervino and Gansner airports were completed in 1990.

The Plumas County Airport Land Use Commission (ALUC), formed in 1987, will oversee the development of lands around the airports.

Owners of the county's publicly owned airports develop a maintenance and Capital Improvement Program on a biennial basis. Each program is reviewed and approved by the affected public agency, then prioritized by the PCTC as required by state law. Airport projects are submitted to Caltrans Division of Aeronautics for review, prioritization and inclusion in the 10-year Capital Improvement Plan and the adopted Regional Transportation Plan. Capital Improvement Projects listed in order of priority for each of the county airports, are presented in a set of accompanying tables on the following pages.

Funding for maintenance of county airports comes from the California Aid to Airports Program (CAAP), aircraft tiedown fees, and revenue from the sale of fuel at the airports. Some of funds also come from county general funds.

CAPITAL IMPROVEMENT PROGRAM COST ESTIMATES

Chester-Rogers Field Development

(\$1,000s/94\$)

STAGE I: 0-5 YEARS	FAA/STATE	LOCAL SHARE	PROJECT
Runway 15-33 Reconstruction	691.3	76.8	768.1
Earthwork/Drainage	195.7	21.7	217.4
Apron construction(80,000SF)	216.0	24.0	240.0
Perimeter Fencing	39.2	4.3	43.5
Fuel Farm(2x12,000 Gal AST)	0.0	200.0	200.0
Airport Lighting Vault Relocation	26.1	2.9	29.0
Electrical Extension(On Site)	0.0	12.0	12.0
Water System Extension(On-Site)	0.0	12.0	12.0
Land Aquisition, Taxiway A	96.0	10.7	106.7
Parallel Taxiway A	365.2	40.6	405.8
Runway Exit B	27.5	3.0	30.5
Unit Hangar Relocation	13.1	1.4	14.5
Rotating Beacon Relocation	13.5	1.5	15.0
Taxiway Signs(illuminated)	18.8	2.1	20.9
Tiedown Anchors	11.8	1.3	13.1
Distance To Go Signs(illuminated)	7.9	0.8	8.7
TOTAL STAGE I	1722.1	415.1	2137.2

STAGE II: 5-10 YEARS

Land Aquisition	34.0	3.7	37.7
T-Hangar Taxiways	52.2	5.8	58.0
Taxiway Reflectors	14.7	1.6	16.3
TOTAL STAGE II	100.9	11.1	112.0

STAGE III: 10-20 YEARS

Runway 15-33 Extension and Widening	543.4	60.2	603.6
Taxiway A Extension	106.5	11.8	118.3
Earthwork/Drainage	104.4	11.6	116.0
Holding Apron	17.6	2.0	19.6
Runway 15-33 Lighting Extension and Widening	57.4	6.4	63.8
PAPI Runway 33	26.1	2.9	29.0
REIL Runway 33	10.4	1.2	11.6
T-Hangar Taxiways	23.5	2.6	26.1
Apron Extension	189.4	21.0	210.4
TOTAL STAGE III	1078.7	119.7	1198.4

GRAND TOTALS**2901.7****545.9****3447.6**

CAPITAL IMPROVEMENT PROGRAM COST ESTIMATES

Quincy-Gansner Airport Development

(1,000s/94\$)

STAGE I: 0-5 YEARS

	FAA/STATE	LOCAL SHARE	PROJECT
Relocate Segmented Circle	0.0	25.0	25.0
Land Acquisition, Runway 24 RPZ	52.2	5.8	58.0
Navigation Easement, Runway 6RPZ	5.2	0.6	5.8
Perimeter Fencing	34.0	3.7	37.7
TOTAL STAGE I:	91.4	35.1	126.5

STAGE II: 5-10 YEARS

No Projects During this Period	0.0	0.0	0.0
TOTAL STAGE II:	0.0	0.0	0.0

GRAND TOTALS

91.4

35.1

126.5

CAPITAL IMPROVEMENT PROGRAM COST ESTIMATE

Beckwourth-Nervino Airport Development

(\$1,000s/94\$)

STAGE I: 0-5 YEARS	FAA/STATE	LOCAL SHARE	PROJECT
Runway 7-25 Overlay	387.4	43.0	430.4
Taxiway A,B,C,D and E Overlay	145.6	16.2	161.8
Apron Overlay	133.1	14.7	147.8
Runway Marking	5.2	0.6	5.8
Tiedown Anchors	8.8	0.9	9.7
Perimeter Fencing	34.0	3.7	37.7
Fuel Farm(6,000 Gal AST)	0.0	85.0	85.0
Segmented Circle/Lighted Wind Cone Reconstruction	19.8	2.2	22.0
Rotating Beacon Reconstruction	13.1	1.4	14.5
TOTAL STAGE I	747.0	167.7	914.7

STAGE II: 5-10 YEARS

Land Aquisition	34.0	3.7	37.7
T-Hangar Taxiways	52.2	5.8	58.0
Taxiway Reflectors	14.7	1.6	16.3
TOTAL STAGE II	100.9	11.1	112.0

STAGE III: 10-20 YEARS

Auto Parking	0.0	35.2	35.2
Earthwork/Drainage	104.3	11.6	115.9
Runway 7-25 Extension	220.0	24.5	244.5
Parallel Taxiway Extension	97.8	10.9	108.7
Holding Apron	16.9	1.9	18.8
Runway Lighting Reconstruction	260.8	29.0	289.8
Airport Lighting Vault	26.1	2.9	29.0
PAPI Runway 25	26.1	2.9	29.0
REIL Runway 25	10.4	1.2	11.6
Apron Expansion	97.8	10.9	108.7
TVOR/DME Navid	0.0	0.0	0.0
Automated Weather Station(AWOS)	62.6	7.0	69.6
Security Lighting	41.7	4.6	46.3
T-Hangar Taxiways	60.9	6.7	67.6
TOTAL STAGE III	1025.4	149.3	1174.7

GRAND TOTALS**1873.3****328.1****2201.4**

STATUS OF CURRENT PROJECTS**REHABILITATION, RECONSTRUCTION AND SAFETY PROJECTS**
Projects Included in 1994 State Highway Operation & Protection Program**PLUMAS COUNTY****(1,000's)****REHABILITATION PROJECTS:**

ROUTE	PROJECT DESCRIPTION	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>
70	25954K - Nr Spring Garden 0.5 Mi W of La Porte Rd to Sloat Rd Nr Quincy Widen Shoulder & Overlay				10,774				
TOTAL		-0-	-0-	-0-	10,774	-0-	-0-	-0-	-0-

BRIDGE REPLACEMENT OR REHABILITATION INCLUDING SEISMIC RETROFIT:

ROUTE	PROJECT DESCRIPTION	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>	<u>00/01</u>
70	301600 - Feather River Br #9-02, #9-03 & #9-04 Replace Bridges				11,116				
70	259530 - Spanish Cr Br #9-15 Replace Bridge			5,069					
TOTAL		-0-	-0-	5,069	11,116	-0-	-0-	-0-	-0-

SCHEDULE OF IMPROVEMENT PROJECTS
Projects Included in 1994 State Transportation Improvement Program
PLUMAS COUNTY
(1,000'S)

ENHANCEMENT ACTIVITIES (TEA):

ROUTE	PROJECT DESCRIPTION (LEAD AGENCY)	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>
N/A	Various Locations Historic Bridge Signing (Caltrans)		4					
<u>N/A</u>	Var Loc - Archaeological Roadside Inventory (Caltrans)		202					
<u>70</u>	30470K - Rich Bar Scenic Overlook (Caltrans)				165			
TOTAL		-0-	206	-0-	165	-0-	-0-	-0-

BIKE/PEDESTRIAN IMPROVEMENTS:

ROUTE	PROJECT DESCRIPTION (LEAD AGENCY)	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>
70	30430K - Nr Quincy, Golden Eagle Dr to Spanish Cr Bike Lane (0.7 Mi) (Caltrans)				219			
N/A	C0776A - Spanish Cr to Feather River College Bikeways (Plumas County)	193						
N/A	T0126A - Chester, Greenville, Taylorsville and Quincy Sidewalk (Plumas County)	178						
N/A	T0106A - West Street and Gulling Sidewalk (Portola)	180						
TOTAL		551	-0-	-0-	219	-0-	-0-	-0-

NON-RAIL TRANSIT:

ROUTE	PROJECT DESCRIPTION (LEAD AGENCY)	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>
N/A	T0116A - Transit Vehicles (Plumas County)	370						
TOTAL		370	-0-	-0-	-0-	-0-	-0-	-0-

STATE HIGHWAY SYSTEM IMPROVEMENTS:

ROUTE	PROJECT DESCRIPTION (LEAD AGENCY)	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>	<u>99/00</u>
89	25978K - Nr Greenville, Nr Wolf Cr Underpass Add Passing Lane						<u>2,363</u>	
TOTAL		-0-	-0-	-0-	-0-	-0-	2,363	-0-

PUBLIC AND SPECIAL TRANSPORTATION SERVICES

The plan indicates continuing participation in social service and special transportation programs by local government over the next seven years with increased emphasis on coordination of specialized transit for the elderly and handicapped (SB 157/SSTAC). When unmet transit needs for the elderly and handicapped become reasonable to meet, improved services could be made available.

NONMOTORIZED

The County is engaged in designing a bicycle and pedestrian path on the north side of Quincy ultimately to Feather River College. This proposed bikeway will balance the overall transportation system of the county by meeting the functional commuting needs of bicyclists and providing a safe route for pedestrians.

INCREASED CAPACITY OF MAJOR ROADS

Impacts of Short-Range Proposals

The plan emphasizes maintenance and rehabilitation wherever it is identified as being most necessary. The impacts of individual projects are addressed at the project level. An analysis of the impacts of continued maintenance reveals that it will continue to:

- * Protect the region's large capital investment.
- * Encourage continuing dispersed development.
- * Promote continued reliance on the private automobile.
- * Continue dominant energy and pollution patterns.
- * Retain capability of goods movement.
- * Increase recreational travel.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

The goals and policies covered by TSM all relate to efficient management of existing transportation facilities and prudent use of financial resources. This covers everything from maintenance of existing facilities, to concerns of bicyclists, to provision of adequate public transportation for those who need it.

This section describes possible actions to maximize the efficiency of existing transportation facilities and systems. All of the actions stress low capital measures which can be implemented by using good management practices. TSM strategies result in multiple benefits.

Measures to alleviate road congestion at key locations and promote greater vehicle and pedestrian safety include traffic engineering solutions and adequate highway maintenance. The primary objective of reducing congestion is to increase road capacity without expansion; secondary benefits include, reduced energy consumption and maintenance of acceptable air quality. Passing lanes are particularly needed on Highway 70 and the county will strongly encourage Caltrans to consider such actions.

Public transit usage could be encouraged by coordination of social service transportation and procurement of accessible vehicles to encourage use by handicapped and elderly persons.

Carpools and vanpools are difficult to coordinate in rural areas, but once organized, often provide greater benefits to the participants than would be possible in a metropolitan area. Shared long distance commutes result in increased savings of both gasoline consumption and vehicle wear and tear. Park-and-ride areas can be considered a TSM strategy if they utilize fringe parking.

Many people are reluctant to consider nonmotorized transportation because it is perceived to be unsafe to walk or ride bicycles on narrow country roads. As roads are upgraded, provisions for adequate facilities will be implemented where practical.

Emphasis is placed upon the additional parking area available when residents use bicycles rather than cars.

TSM strategies that have been successful in some areas are striping for bicycle paths along a busy thoroughfare, constructing separate bike paths, and/or providing off-street parking in commercial areas. However, recent data shows that bicycle paths along the shoulders of existing and proposed roads are in most cases preferable to separate bike paths. The preference is due to the fact that in most cases cyclists want to build and maintain.

VI FINANCIAL ELEMENT

INTRODUCTION

By definition, budgeting involves both the estimating of revenue and the setting forth of a proposed plan of expenditures. Transportation financing is calculated under constitutional authority and legislative direction.

In California, State revenue available for transportation purposes is derived from:

1. Federal subventions
2. California State motor vehicle fees and taxes
3. Other

The bulk of the revenue comes from the first two sources.

The financial section includes a seven-year schedule of anticipated revenues and expenditures required to fund projects described in the Action Element.

In Plumas County, as elsewhere, transportation issues are affected by the economic health of the area as a whole. Revenue projections are often dependent to a large degree on conditions beyond the scope of county government.

The major transportation issue facing the county is how to maintain and rehabilitate its many miles of roadway on current revenue. The RTP stresses prudent use of the scarce resources which continue to be available. At the same time, city and county officials are acutely aware that they must make intelligent choices when setting priorities.

Local officials realize the overall transportation system represents enormous capital outlay. Common sense requires this original investment be maintained and protected. Therefore, maximum use of existing systems has priority over expenditures for expansion.

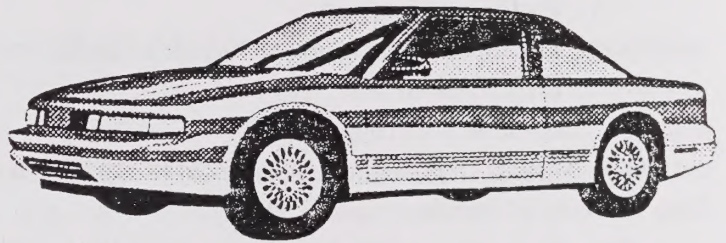
Low-capital measures which can be implemented to increase the operational efficiency of the existing transportation system include traffic operation improvements, effective parking arrangements, transit and social service coordination and bike and pedestrian programs.

FEDERAL FUNDING SOURCES

STREETS AND ROADS

The Intermodal Surface Transportation Efficiency Act of 1991, Federal-Aid Highway Program (ISTEA Title I) provides money from the Federal Highway Trust Fund, covering many highway programs for which California is eligible. These Highway Trust Funds are administered by the Federal Highway Administration (FHWA) and are generally apportioned in accordance with a specific allocation formula for each project.

All Federal highway subventions made available to California must be used for capital improvement and are administered through the State Highway Account, including the part of these subventions directed into the improvement of county roads and city streets on a Federal Highway System.



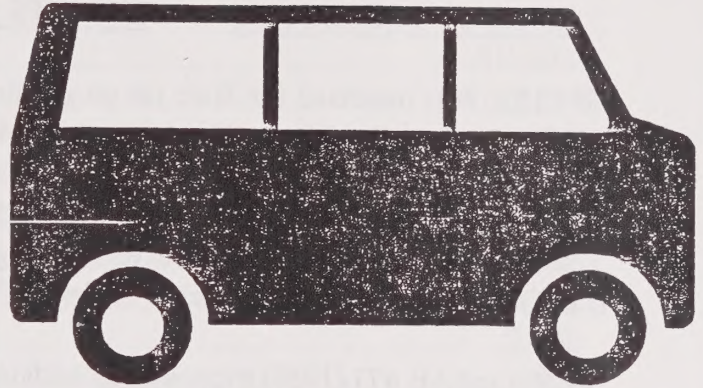
Estimated revenues for street and road purposes for 1992/93 through 1998/99, are listed in this section. Revenues from Federal highway-user taxes go into the Trust Fund. Sources are the Federal fuel tax of 14 cents per gallon and excise taxes on rubber, commercial vehicles, lubricants and other transportation-related items.

Another source of Federal funds is derived from Federal property located within the county. Twenty-five percent of all revenue generated by National Forest Land use for product sale is returned to the county. These funds can only be used for road and school purposes. The U.S. Department of Agriculture reports that over the next two years, California counties will receive less money than normal. Fire sales two years ago depleted resources in some areas and the Spotted Owl controversy has detained sales as well. It appears revenue from timber sales will be reduced 25 to 50 percent during the next two years.

A small amount of Federal general tax funds is appropriated for roads in Federally administered areas such as indian reservations and national parks.

TRANSIT

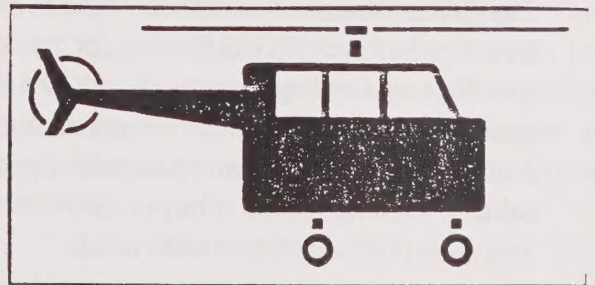
The Federal Transit Administration (FTA) Section 18 program offers Federal assistance for public transportation to rural areas by an apportionment to each State. The goals of this program are to enhance transportation access in non urbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by encouraging the maintenance, development, improvement and use of passenger transportation services. Plumas county is eligible for \$18,294 each year, from the FTA Section 18 program.



FTA also has a capital grant program for private, nonprofit agencies (and under some circumstances, public agencies) providing transportation services to elderly and handicapped persons. FTA Section 16 grants are available on a competitive basis within the State of California.

AIRPORTS

The Airport Improvement Program (AIP) grant funds are distributed at the discretion of the U.S. Secretary of Transportation and require a 10 percent local match.



NONMOTORIZED

Title 23 - U.S. Code, Section 217, authorizes the use of California Federal-Aid funds for the construction of bicycle and pedestrian facilities in conjunction with Federal-Aid highways. These facilities can be constructed as either incidental features of highway construction projects primarily for motor vehicular traffic or as independent bikeway or walkway construction projects. These funds are currently being used in the State of California for highway projects.

STATE FUNDING SOURCES

STREETS AND ROADS

SB 215 (1981) increased the State tax on gasoline to nine cents per gallon and extended the tax for the first time to diesel fuel. This tax is referred to as the Highway User Tax Account and is the primary source of revenue for streets, roads and highway construction and maintenance. SB 215, significantly increased the fees for motor vehicle registration, weight fees, drivers's licenses, etc. These revenues provide funds for streets and highways after the expenses of State agencies are met (i.e., Department of Motor Vehicles, Highway Patrol, Air Resources Board, etc.).

SB 300 and AB 471 (1989) proposed an additional nine cents per gallon tax, distributed over a five year period, to motor vehicle fuels. These bills were passed by the legislature and signed by the Governor on July 1, 1989. Since SB 300 and AB 471 implementation was contingent upon voter approval, it was placed on the ballot as Proposition 111, known as "The Traffic Congestion Relief and Spending Limitation Act of 1990". Proposition 111 was approved by California voters on June 5, 1990. The revenue generated from this tax will be allocated for state highway and mass transit purposes.

TRANSIT

The State Transit Assistance (STA) program provides a second source of Transportation Development Act (TDA) funding for transportation planning and mass transportation purposes as specified by the Legislature. Funds for the program are derived from the statewide sales tax of sixteen (16) cents per gallon on gasoline and diesel fuel. STA funds are allocated on the basis of population and based on operators' revenues for the prior fiscal year. These funds are used to enhance existing public transportation services and to meet high-priority regional, countywide or area wide public transportation needs.

State Transit Assistance funds were originally provided by SB 620. SB 300 was enacted to provide continuing funds for specified purposes.

Proposition 116, which was passed by the voters on June 5, 1990, amended PUC Section 99310.5 so that STA funds may not be used for street and road purposes, but "...only for transportation planning and mass transportation purposes".

A summary of STA funds provided to Plumas County in past years is as follows:

<u>YEAR</u>	<u>STA FUNDS PROVIDED</u>
1979/80.....	\$12,638
1980/81.....	22,259
1981/82.....	23,887
1982/83.....	35,850
1983/84.....	45,076
1984/85.....	39,740
1985/86.....	35,101
1986/87.....	3,022
1987/88.....	944
1988/89.....	938
1989/90.....	1,955
1990/91.....	18,939
1991/92.....	18,939
1992/93.....	18,387
1993/94.....	37,973

AIRPORTS

The Aeronautics Account is the single source of revenues for the State's Aeronautics Program. The majority of its revenue comes from the 16 cent per gallon tax on aviation gasoline and a two cent per gallon tax on general aviation jet fuel. The fuel tax is expected to generate about \$7.9 million annually in net aeronautics revenue funds. These funds support the operation of the Division of Aeronautics and provide grants to local agencies for capital improvements of general aviation airport facilities.

Three types of State financial aid to airports are available:

1. Annual Grants - up to \$5,000.
2. Acquisition and Development Grants - provides for 50 to 90 percent of eligible project costs as set annually by the California Transportation Commission. This program provides for discretionary grants for capital improvements.
3. Loans - 100 percent of projects costs for self-amortizing improvements or for providing the local match of Federal project funds.

Proposition 116 Rail Bond Funds. Plumas County has been allocated \$600,000 in rural county allocation of Prop 116 funds.

LOCAL FUNDING SOURCES

STATE HIGHWAY ACCOUNT - GAS TAX

Counties receive a portion of State gas taxes appropriated according to certain predetermined criteria.

SALES TAX

The Transportation Development Act (TDA) of 1971, referred to as SB 325, established the Local Transportation Fund (LTF). Revenues to the LTF are derived from 1/4 cent of the six cent retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that County. Therefore, the amount allocated to the county is directly related to population. Although the LTF revenues are collected by the State, they are considered county revenues and can be used as local matching funds for either State or Federal funds. The LTF funds are specifically earmarked for funding transit projects. However, they may be used for street and road construction if a determination is made by the RTPA that there are no unmet transit needs which can be reasonably met. LTF revenue projections are listed below. The following are eligible LTF expenditures:

1. TDA administration
2. Pedestrian and bicycle facilities
3. Community transit services
4. Support of public transportation systems
5. Special transportation services
(for the elderly and handicapped or any other special group)
6. Streets and roads after the unmet transit needs are resolved

Assuming a five percent inflation rate, the historical and estimated Local Transportation Funds (LTF) for the next five years are:

**PLUMAS COUNTY HISTORICAL AND ESTIMATED
LOCAL TRANSPORTATION FUND REVENUES (SB 325)**

1981/82	\$207,852	1989/90	\$320,748
1982/83	212,638	1990/91	351,875
1983/84	194,341	1991/92	343,295
1984/85	231,266	1992/93	360,460
1985/86	248,232	1993/94	378,483
1986/87	282,654	1994/95	397,409
1987/88	270,186	1995/96	417,277
1988/89	283,695	1996/97	438,141

VEHICLE LICENSE FEE REIMBURSEMENT

Another revenue source for local government is the vehicle license fee. This fee is imposed by the State in lieu of other taxes on the value of vehicles. These funds are sometimes designated for transportation purposes by local government. Revenues generated from vehicle license fees are designated for the General Fund by Plumas County.

Vehicle License surtax funds for Air Quality related programs come to the county at a rate of \$2 for every registered vehicle. This funding source was authorized by AB 2766. Plumas County charges each registered vehicle \$2. These funds currently go to the Northern Sierra Air Quality Maintenance District for Air Monitoring purposes. AB 2766 allows up to \$4 per registered vehicle in the county to be spent on air pollution reduction strategies, including transit.

GENERAL FUND

Another source of revenue for transportation is the General Fund revenue. Property tax is the major source, however some revenues may be generated from special districts and sales tax. The County Board of Supervisors decides what these funds will be used for.

TABLE 1. SUMMARY OF DATA

NOTE: Data are presented for the years 1980-1989. The number of observations is 10 for each variable.

Variable	Mean	Standard Deviation	Minimum	Maximum
Y1	1.234	0.567	0.123	2.345
Y2	1.567	0.890	0.234	2.678
Y3	1.890	1.123	0.345	2.901
Y4	2.123	1.456	0.456	3.234
Y5	2.456	1.789	0.567	3.567
Y6	2.789	2.123	0.678	3.890
Y7	3.123	2.456	0.789	4.234
Y8	3.456	2.789	0.890	4.567
Y9	3.789	3.123	0.901	4.901
Y10	4.123	3.456	1.012	5.234

APPENDIX A. DATA SOURCES

The data for the variables Y1 through Y10 were obtained from the following sources: Y1 and Y2 were obtained from the U.S. Department of Commerce, Bureau of Economic Analysis; Y3 and Y4 were obtained from the U.S. Department of Labor, Bureau of Labor Statistics; Y5 and Y6 were obtained from the U.S. Department of Health and Human Services, Centers for Disease Control and Prevention; Y7 and Y8 were obtained from the U.S. Department of Education, National Center for Education Statistics; Y9 and Y10 were obtained from the U.S. Department of Justice, Bureau of the Census.

APPENDIX B. MODEL SPECIFICATION

The model specification for the variables Y1 through Y10 is as follows: Y1 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \epsilon_1$; Y2 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \epsilon_2$; Y3 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \epsilon_3$; Y4 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \epsilon_4$; Y5 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \epsilon_5$; Y6 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \beta_7 X_7 + \epsilon_6$; Y7 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \beta_7 X_7 + \beta_8 X_8 + \epsilon_7$; Y8 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \beta_7 X_7 + \beta_8 X_8 + \beta_9 X_9 + \epsilon_8$; Y9 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \beta_7 X_7 + \beta_8 X_8 + \beta_9 X_9 + \beta_{10} X_{10} + \epsilon_9$; Y10 = $\beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \beta_5 X_5 + \beta_6 X_6 + \beta_7 X_7 + \beta_8 X_8 + \beta_9 X_9 + \beta_{10} X_{10} + \beta_{11} X_{11} + \epsilon_{10}$.

VII. IMPACT ELEMENTS

SUMMARY OF ENVIRONMENTAL, ECONOMIC AND SOCIAL IMPACTS

BACKGROUND

Prior to the adoption of the 1975 Regional Transportation Plan, the County Transportation Commission, with the assistance of Caltrans, performed an analysis of the possible impacts of implementing the various transportation systems alternatives. The analysis was documented in the Draft Environmental Impact Report (EIR) which was circulated for public review and comment. Resultant comments by the public were evaluated and included in the Final Environmental Impact Report (March 1975).

The Environmental Impact Report represents a comprehensive description of the basic environmental, socioeconomic and political setting of the region. The EIR presents the likely impacts of the transportation plan proposals and alternative systems proposals. The EIR recognizes that as the plan becomes better defined, some of the impacts can become better defined.

It is important to understand that the EIR is intended to address the impacts of alternative transportation systems, not the impact of individual transportation projects. The impacts of individual projects are addressed in the preparation of project level environmental documents.

The following discussion summarizes the likely impacts of the five systems alternative concepts considered in the development of the plan. The last section discusses the likely impacts of implementing the major proposals in the 1990 Regional Transportation Plan.

The existing Plumas County Transportation System is designed to serve a 1994 Plumas County population of approximately, 21,000. Population is expected to increase to approximately 25,919 by the year 2010. This population growth will be reflected in the greater urbanization of Quincy and Portola, and continued development of the recreational communities in the county.

With today's system, there are obvious deficiencies and needs; e.g., low-capacity State highways and deferred maintenance on county roads and city streets, lack of public transportation for the disabled, young and low income. Over the next few years, these deficiencies will need to be corrected and new and expanded services implemented to meet the needs of a growing and diversifying population.

ALTERNATIVES ANALYSIS

What follows is a comparative analysis of 5 alternatives:

DO NOTHING

STATUS QUO

EMPHASIZE ROAD IMPROVEMENTS

EMPHASIZE PUBLIC TRANSPORTATION

EMPHASIZE MULTIMODAL TRANSPORTATION

The County's preferred alternative is:

STATUS QUO

DO NOTHING

Impacts to the Physical Environment

If there would be no significant changes to the existing transportation system, there would be no significant impacts on the physical environment.

Impacts on Land Use and Growth Inducement

This alternative would tend to inhibit anticipated population growth. Industries and land developers have the option of re-locating in the county may be diverted to other areas with better transportation facilities.

Impacts

Problems encountered by the "Transportation-disadvantaged" (the elderly, young low-income, physically handicapped) would increase without special transportation services to meet their needs. Traffic congestion would cost all travelers time and result in a social cost.

Energy and Air Quality Impacts

This alternative implies a continuing dependence on the private automobile for public transportation. On a trip basis, the automobile generates more pollutant emissions and consumes more energy than public transportation. The total energy consumption would probably be lower than other alternatives because of fewer total trips resulting from inhibited growth.

Impacts

This alternative implies that the existing safety deficiencies would not be corrected. This alternative would result in greater frequency and severity of accidents.

Accidents and Congestion Impacts

Between now and the year 2010, traffic demand on some arterials and connectors may exceed the capacity of the existing facilities. Any increase in demand could result in congestion on some of the region's arterials.

Costs and Funding Impacts

The alternative assumes continuing maintenance and operation of the existing system only. It is possible that by the year 2010, these maintenance-only costs may exceed the revenues generated by the existing fuel taxes.

STATUS QUO

The "Status Quo Alternative" is a continuation of existing programs - a portion of existing roadway revenues being used for capital improvements.

Impacts to the Physical Environment

Improvements to existing roadways (e.g, widening, curve realignments) would impact the physical environment. It is unlikely, when viewed from a regional perspective, that these disturbances would have a major impact. These impacts are normally addressed as part of the project-level environmental assessment.

Impacts on Land Use and Growth Inducement

It is unlikely a status quo program would keep pace with the demand for new facilities and services implied by the projected population increases. Thus, this alternative could be expected to somewhat inhibit overall growth.

Social Impacts

The alternative will make progress toward providing for the needs of the "transportation-disadvantaged". It is unlikely adequate resources would be available to provide much of a public transportation option for "choice riders" - those who might choose public transportation in lieu of their private automobile if service could meet their needs.

Energy and Air Quality Impacts

This alternative implies a continuing reliance on the private automobile for most transportation within the county. Thus, pollutant emissions and energy consumption would be higher than alternatives emphasizing public transportation, ridesharing or nonmotorized modes.

Safety Impacts

The county transportation policies place a priority on projects to take corrective action in high-accident potential locations. Thus, the limited resources available with the status quo is expected to be used first for safety projects.

Traffic and Congestion Impacts

Even though some resources would be available for street and highway improvements and transit services, it is likely increasing demand will exceed increasing capacity and automobile traffic will generally become more congested.

Costs and Funding Impacts

This alternative is intended to maintain existing programs with existing levels of financing. It is likely inflation would outstrip increases in revenues so new revenue sources or an inflation-indexed revenue source would be required.

EMPHASIZE ROAD IMPROVEMENTS

The "Emphasize Road Improvements Alternative" implies all available discretionary transportation resources would be committed to maintaining and improving street and highway facilities, and new funding would be sought for street and highway purposes.

Impacts to the Physical Environment

This alternative implies major improvements to street and highway facilities. Such improvements usually mean considerable disturbances to the local terrain. Standard practices are to introduce all reasonable mitigation measures to minimize adverse impacts. These impacts are fully analyzed during the project-level environmental assessment.

Impacts of Land Use and Growth Inducement

The alternative would tend to encourage more dispersed land development. Road improvements would increase travel speeds and make distance less a consideration in location selection.

Social Impacts

This alternative assumes all discretionary money would be used for road purposes. Thus, only the minimum public transportation service designed to meet the basic needs of "transportation disadvantaged" would be provided. There would be no transit option available to "choice riders".

Energy and Air Quality Impacts

Of all the alternatives considered, this would have the most adverse impact on energy consumption. A good street and highway system encourages scattered development. Given no options, a dispersed population must rely on private vehicles for mobility which translates to increased air pollution and energy consumption. Some of the adverse impact will be mitigated as increased use of more fuel-efficient vehicles levels energy demand.

Traffic and Congestion Impacts

This alternative assumes adequate road facilities would be constructed to satisfy the demand. Thus, traffic volumes would increase significantly, but congestion levels would be relatively low.

Costs and Funding Impacts

"Emphasize Road Improvements" assumes new funding for street and highway purposes. Part of this could be a higher allocation of State highway funds to the county. There would be a need for additional local funding for local street and road purposes.

EMPHASIZE PUBLIC TRANSPORTATION

The "Emphasize Public Transportation Alternative" implies all available discretionary transportation resources would be committed to expanding public transportation services. New funding would also be sought for public transportation purposes.

This alternative implies existing and future capacity deficiencies would be alleviated through new or expanded public transportation services, not through new roadway facilities.

Impacts to the Physical Environment

There would be a reduction in the adverse impacts from road construction and parking facilities. There would be some impact from development of transit support facilities; e.g., park-and-ride lots and maintenance facilities. As is the case with roadway projects, these impacts are addressed at the environmental assessment project level.

Impacts to Land Use and Growth Inducement

Public transportation best serves high-density centers and corridors. With the emphasis toward public transportation to serve new developments, development will tend to follow the classic urban designs of high-density activity centers and open space. Spatial separation will be minimized, as will travel time. There will be significantly less need for parking facilities than with other alternatives.

Social Impacts

The transportation needs of the "transportation disadvantaged" will be well met. A good transit option would be available to "choice riders". The emphasis toward public transportation would increase employment in the transportation industry.

Energy and Air Quality Impacts

The availability of excellent public transportation would encourage transit ridership and a relative reduction in automobile travel. Since public transportation is generally more energy-efficient than the automobile, this alternative results in a reduction in energy consumption.

Safety Impacts

Statistics show travel by public transportation is less accident-prone than travel by automobile. A diversion of travel to public transportation would yield a net reduction in accidents. The potential for crime is often viewed as a drawback of public transportation. While this may be true in very large urban areas, experience in smaller urban and rural areas of California does not indicate significant security problems.

Traffic and Congestion Impacts

Even though more people would choose public transportation if they felt it met their needs, there would still be a significant demand for automobile travel. This increase in demand would lead to high volumes of traffic and congestion which would be more severe in population-centered areas.

Costs and Funding Impacts

Public transportation requires significant public subsidies, both for capital equipment and for operation. Public subsidies are normally more than offset by financial savings to users of the services but costs are borne by the community as a whole.

EMPHASIZE MULTIMODAL TRANSPORTATION

The "Emphasize Multimodal Transportation Alternative" implies additional funding would be sought to speed the development of adequate transportation services. Project comparison would be based upon their costs and benefits, with priority given to the more favorable projects regardless of mode.

Implementation of this alternative would appear to; first, make safety improvements on streets and highways and to develop public transportation to meet the basic needs of the "transportation disadvantaged"; and second, to select projects to accommodate increases in transportation demand.

Impacts to the Physical Environment

The road improvements would lead to impacts on the physical environment. This impact would be addressed as part of the project-level environmental assessment.

Impacts to Land Use and Growth Inducement

This alternative could be designed to be consistent and supportive of planned development. By proper allocation of resources, accessibility to preferred potential developments could be enhanced compared to less preferred locations.

Social Impacts

The alternative would be expected to provide services to meet the basic needs of the "transportation disadvantaged", and lead to implementation of good transit services to provide real options to the "choice rider". It is likely that overall congestion would be mitigated through roadway projects, resulting in a time savings to all travelers.

Energy and Air Quality Impact

This alternative would probably imply a middle ground relative to energy consumption. There would be a mix of both automobile and public transportation facilities which would lead to a mix of automobile and transit travel. Pollutant emissions may be marginally lower than the other alternatives, with benefits accruing from both reduced congestion and diversion of trips from the automobile and public transit.

Safety Impacts

Multimodal Transportation Alternatives would result in accident reductions as well as improvements to high-accident potential locations. Multimodal transportation alternatives would reduce congestion by diversion to transit.

Traffic and Congestion Impacts

It is assumed that projects to relieve traffic congestion would have high enough priority to warrant funding. Thus, while there would be increases in traffic, it is likely there would not be severe congestion.

Costs and Funding Impacts

This alternative would require increased funding for both public transportation and roadway purposes. By definition, only projects would be implemented where costs are offset by benefits. As is the case with all public projects, there are some inequities in benefits accruing to users of the facilities or services with costs being borne by the entire community.

VIII FUTURE REGIONAL TRANSPORTATION ITEMS

TRUCK TRAFFIC STUDY ALONG STATE ROUTE 70

In 1989, Plumas County Local Transportation Commission contracted with an independent consultant to perform a study of the large trucks using SR 70. Drivers of large trucks were using SR 70 as an "alternate route" to Lake Tahoe or Nevada when chain controls and/or closures of I-80 were necessary due to snow. The purpose of the study was to determine the impact of these trucks on the roads, as well as air quality.

During winter snow conditions, drivers of large trucks attempt to avoid harsh weather conditions or road closures on Interstate 80. They take alternate routes at lower elevations that travel through Quincy's and Portola's main streets. During these periods, Quincy is full of large 5-axle trucks, bumper-to-bumper (with many double parked), creating unsafe driving conditions. These large trucks have become an increasing presence on Quincy and Portola main streets.

Study results showed that "A significant number of large four and five axle truck combinations use SR 70 during inclement winter weather when R1 chain controls or road closures exist for extended periods on I-80 over Donner Summit".

The report further states: "The impact of heavy truck traffic in winter on SR 70 (and the delays caused to traffic in summer with RV usage) warrants further improvements, especially in the canyon section".

This situation is a current and on-going problem. Since the study, Caltrans has proposed, and the CTC has approved, various passing lane projects to help alleviate the problem.

Route 70 is not a Principal Arterial highway; however, it is of major importance and is an "Other Priority" route on the IRRS system (see map on page M-7 in map section). It is the backbone of Plumas County transportation and serves as an alternate route for truckers and travelers when I-80 is closed for snow during the winter.

A combination of mountainous grades, moderate volumes, trucks and RVs will cause problems on the 2-lane mountainous portions of Route 70 in the next decade.

LOSS OF GREYHOUND INTERREGIONAL SERVICE

Loss of Greyhound interregional passenger and freight service continues to be an unresolved issue, and is expected to be dealt with by means of a van transporting people on a demand response basis.

ACCESS FROM STATE ROUTE 70 TO THE CITY OF PORTOLA

The City of Portola has expressed concern for access from SR 70 to the City across the river. The existing bridge is the only access. In case of bridge failure due to disaster, the City would be divided.

SCENIC BYWAY DESIGNATION

The Lassen Scenic Byway was officially designated as a National Forest Scenic Byway on July 1, 1993, joining 16 others in California National Forests. The Byway follows four State Highways (36, 44, 89 and 147) for 172 miles and includes a loop around Lake Almanor. The Byway goes through four counties including Lassen, Plumas, Shasta and Tehama. (See map on page M-6 in map section.)

NEED FOR HELIPORT SERVICE

The County's hospitals need heliports so that accident victims and other emergency medical patients can be accommodated within lifesaving time limits from the scene of the accident to competent medical care. The hospital at Chester needs a basic facility, and the other hospitals need to keep theirs operational and safe.

APPENDIX A

PLUMAS COUNTY TRANSPORTATION COMMISSION (PCTC)

The Local Transportation Commission is comprised of six commissioners:

Helen KennedyPortola City Council Representative
Robin JeskeyMember-at-Large
Fran RoudebushPlumas County Board of Supervisors
Paul SimpsonPlumas County Board of Supervisors
Rolf Gaudard,Portola City Council Representative
Melvin Zernow.....City Administrator of Portola, General Public Representative

Staff for the commission:

Marty ByrneExecutive Director

PLUMAS COUNTY AIRPORT LAND USE COMMISSION

The Airport Land Use Commission is comprised of local county citizenry.

PLUMAS COUNTY SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

The following is a list of the groups or agencies required by Transportation Development Act (TDA) to be represented on the SSTAC, the required number of representatives, and the names of those people who sit on the SSTAC in this capacity:

One - Potential transit user, 60+ years of age Bill Adamson
One - Potential transit user, handicappedCard Burke
Two - Local social service providers for seniors (one should be a transportation provider for seniors, if one exists).Bob Barnes, Gini Natali
Two - Local social service providers for handicapped (one should be a transportation provider for handicapped, if one exists)Jim Burton, Karen Kleven

One - Local social service provider for persons of limited means..... Paul Carter
Two - Local consolidated transportation service agencies Stan Nielsen, Jim Oels
Additional members, if desired John Sheehan, Doris Livingston, Bill Mohler

GLOSSARY

-A-

AADT	Annual Average Daily Traffic (in both directions)
AB	Assembly Bill
Accident Rates	F + I (Fatal plus Injury), and TAR (Total Accident Rates) are the number of accidents per million vehicle miles. The rate indicates neither a safe nor unsafe condition, but a relative number rate which can be used to compare to other rates.
AIP	Airport Improvement Program
ALUC	Airport Land Use Commission
ASTIP	Adopted State Transportation Improvement Program

-B-

BLA	Bicycle Lane Account
BU	Basic Utility

-C-

CAAP	California Aid to Airports Program
CRCR	County Road Condition Status Report
CSA #12	County Services Area #12
CMP	Congestion Management Plan
CT	Caltrans
CTC	California Transportation Commission

CT HQ TPP	Caltrans Headquarters Transportation Planning Program
CTSA	Consolidated Transportation Service Agency

-D-

DMV	Department of Motor Vehicles
-----	------------------------------

DOH	Division of Highways
-----	----------------------

-E-

EB	East Bound
----	------------

EIR	Environmental Impact Report
-----	-----------------------------

-F-

FAA	Federal Aid to Airports
-----	-------------------------

FAU	Federal Aid Urban
-----	-------------------

F&E	Freeway & Expressway System (not necessarily constructed)
-----	---

FCR	Flexible Congestion Relief
-----	----------------------------

FHWA	Federal Highway Administration
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FY	Fiscal Year
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-H-

HSOPP	Highway Systems Operation Protection Program (4-year)
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-I-

Improvements Recommended improvements are desired if funding can be obtained. Limited funding may prevent some recommended improvements from being made during the study period.

IRRS Interregional Road System

-L-

LOS Level of Service

LTC Local Transportation Commission

LTF Local Transportation Fund

-M-

MOU Memorandum of Understanding

MPH Miles Per Hour

-N-

NB Northbound

NOP Notice of Plan

-P-

PCBOS Plumas County Board of Supervisors

PCTC Plumas County Transportation Commission

PM Post Mile (each breakpoint is identified by the post mile value corresponding to that point on the highway. Post Mile values increase from the beginning of a route within a county to the next county line, and usually increase from south to north or west to east, depending upon the general direction the route follows within the state. Post Mile locations remain the same year after year).

PSR	Project Study Report
PSTIP	Proposed State Transportation Improvement Program

-R-

RCR	Route Concept Report
RDP	Route Development Plan
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

-S-

SB	Senate Bill (followed by a numerical digit)
SB	Southbound
SMP	System Management Plan
SR	State Route
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program (7 year plan)

-T-

TCR	Transportation Concept Report
TCM	Traffic Congestion Management
TDA	Transportation Development Act

TP&D	Transportation Planning & Development
TSDP	Transportation System Development Plan
TSM	Transportation System Management

-U-

UMTA (now FTA)	Urban Mass Transportation Act
USFS	U.S. Forest Service

-W-

WB	Westbound
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APPENDIX III

COUNTY ROAD CONDITION STATUS REPORT: 1987

Road class definitions and standards are provided in Chapter 4 of Title 9 of the Plumas County Code.

Road No.	Name	From	To	Class	Actual Summ. ADT	Intd Inter ADT	Present Safe Capacity	Present Deficiencies	Potential Driving Units	Commer- cial	Indust- rial	Recre- ation
101	Pilino Mine Rd	8089	Lassen Co	10	50 est	0	400	unpaved rough surface, poor alignment, insufficient drainage facilities.	72	4	--	--
102	Patterson St	102A Chilcoot Ave	SH070	4	50 est	50	1000	none	77	4	--	--
102A	Chilcoot Ave	End	102 Patterson St	2	50 est	50	1600	unpaved	77	4	--	--
103	Dotra Gulch Rd	SH070	SH 284	8	50 est	50	600	partially unpaved rough surface, poor alignment, narrow	--	--	--	--
104	Edu St	SH049	SH070		50 est	50	1000	unimproved	17	--	--	--
105	Dotra Ln	SH049	117 Sierra Vly Rd	8	50 est	50	1000	poor alignment, unpaved, narrow, subject to flooding	--	--	--	--
106	Maudelena Rd	SH070	End	8	50	40	600	unpaved, portion unimproved	43	--	--	--
107	1 Dyson Ln	109 Bckwrth Cp Rd	108	8	170	80	800	poor alignment, unpaved, narrow, rough	--	--	--	--
107	3 Dyson Ln	108	SH049	8	300	150	8000	poor alignment	--	--	--	--
108	Bckwrth Lytle Rd	107 Dyson Ln	SH070	6	650	400	4000	poor alignment	--	--	--	--
108A	Hawley Rd	SH070	End		50 est	50	1000	unimproved	5	--	40	--
109	Bckwrth Calp Rd	SH070	Sierra Co	6	450	250	20000	none	124	--	--	--
109A	Carran Vly Rd	109 Bckwrth Cp Rd	End	8	50 est	50	500	unimproved	20	--	--	--
109B	France Rd	109 Bckwrth Cp Rd	End	8	50 est	50	300	unimproved	--	--	--	--
11	Bckwrth Genese Rd	SH070	PLU NF	8	220	50	8000	pavement in poor condition, poor alignment	906	11	--	23
11	1 Bckwrth Genese Rd	PLU NF	111A Gen Ind Cr Rd	9	100	0	500	poor condition, unpaved	618	--	--	--
11	3 Bckwrth Genese Rd	111A Gn Ind Cr Rd	112	5	120	80	7000	poor alignment	262	--	--	--
11A	Genese Ind Cr Rd	111 Bckwrth Gn Rd	8106		50	50	1000	none	217	--	--	--
11B	Antelope Rd	111A Gn Ind Cr Rd	End						10	--	--	--
12	3 Main St	SH089	112 No Vly Rd	1	1000	800	5000	paved, needs blanket	917	7	34	80
12	10 North Vly Rd	112 Main St	207 Arlington Rd	6	400	300	2000	poor alignment	1178	--	16	--
12	15 Genese Rd	207 Arlington Rd	111 Bckwrth Gen Rd	5	400	200	2000	poor alignment	528	--	--	60
12	20 Bckwrth Tivie Rd	111 Bckwrth Gn Rd	8076	10	80	0	200	unimproved	83	--	--	--
12	25 Bckwrth Tivie Rd	1 mile so 8076	126 Lake Davis Rd	10	80		15000	none	39	--	--	--
12	33 Grizzly Rd	126 Lk Davis Rd	SH070	5	650	250	3000	none	1833	--	--	127
12A	Walker Mine Rd	112	112	10	70	0	2000	none	36	--	--	--
12C	Greenville Res Rd	112	End		N/A	100	500	none	15	--	--	--

Road No.	Name	From	To	Class	Actual Summ. ADT	Planned Inter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwng Units	Commercial	Industrial	Recreation
114	10 Fritta McLeers Rd	SH089	Portola	6	400	250	3000	none	1423	--	60	--
115	Cito State 40A Rd	SH070	SH089	9	200	50	500	portion paved, fair condition, narrow major portion unimproved subject to flooding and closure	661	5	5	43
117	Sierra Vly Rd	Sierra Co	107 Dyson Ln	8	320	200	10000	none	--	--	--	--
117A	Sierra Vly MCH Ln	117 Sierra Vly Rd	118 Harriet Ln				600		--	--	--	--
118	Harriet Ln	107 Dyson Ln	Sierra Co	8	N/A	50	20000	none	--	--	--	--
119	Vinton Tr Sta Rd	End	SH070		N/A	50	1000	none	--	--	1	--
121	Hamell Grdig Rd	SH049	End	8	N/A	50	600	unpaved, gravel surface	--	--	--	--
122	Meadow Way	Portola	End	2	N/A	100	2000	none	34	3	6	--
123	Cemetery Rd	112	End		N/A	50	500	paved, needs blanket	28	--	--	--
124	Rocky Point Rd	SH070	SH070	4	N/A	50	3000	poor alignment	178	1	--	14
124A		124	End		N/A	100	1000	none	3	--	--	14
124B		124	End		N/A	50	800	none	24	--	--	--
125		SH070	SH070		N/A	50	10000	none	298	--	--	--
125A		125	End		N/A	50	500	none	125	--	--	--
126	Lake Davis Rd	Portola	112 Grizzly Rd	5	350	0	4000	poor alignment (portion)	313	--	--	150
127	Plumas Ave	Portola	End	2	N/A	250	2000	none	340	--	--	--
128	Old Grizzly Rd	112 Grizzly Rd	112 Grizzly Rd	9	N/A	0	500	unimproved	95	--	--	--
129		SH070	End		N/A	50	3000	none	15	--	--	60
130	Long Valley Way	SH070	End		N/A	50		none	--	1	--	--
201	10 Old Haun Rd	SH147	SH089	10	N/A	0	200	portion graveled, rest unimproved	4	--	--	65
201A	Grenville Dump Rd	SH089	End		N/A	50	500	none	25	--	--	--
202	1 Grnvl Wolf Cr Rd	SH089	202B Pinebrook Way	4	1600	1400	3000	none	835	28	229	22
202	2 Grnvl Wolf Cr Rd	202B Pinebrook Wy	202A Setzer Cp Rd	2	200	150	1000	none	--	--	--	--
202	3 Grnvl Wolf Cr Rd	202A Setzer Cp Rd	SH089	2	100	50	200	none	--	--	--	--
202A	Setzer Camp Rd	202 Grnvl Wlf Cr Rd	SH089		200	150	1000	none	--	--	--	--
202B	Pinebrook Way	202 Grnvl Wlf Cr Rd	End		N/A	100	500	none	25	--	--	--
203	Grnvl Rnd Vly Rd	202 Grnvl Wlf Cr Rd	PLU NF	5	450	50	1000	very poor alignment	111	2	--	10
203	10 Grnvl Rnd Vly Rd	PLU NF	204	5	450	50	1000	very poor alignment, steep	128	--	--	20

Road No.	Name	From	To	Class	Actual Summer ADT	Limit Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Living Units	Commer- cial	Indust- rial	Recre- ation
204	Dx Cyn Rd Eng Rd	8047	SH089	9	200	0	500	unimproved, portion gravel	28	--	--	40
205	Indian Fls Pktn Rd	End	End	10	N/A	50/0	100	unimproved	2	--	--	40
206	Starplli Ln Rd	112	SH089	8	600	500	2000	subject to flooding	401	--	--	--
207	1 Arlington Rd	SH089	TV1 Annie St	6	800	600	2000	none	1861	10	--	220
207	2 Main St	TV1 Annie St	207	1	600	500	2000	none	1478	10	--	220
207	3 Arlington Rd	207	112 Beckerth T'vie		400	350	2000	none	1038	--	--	220
207A	Johnson Ranch Rd	207	207		N/A	50	200	paved, needs blanket	61	--	--	--
207C	Old Arlington Rd	207	End		N/A	50	200	paved, needs blanket	31	--	--	--
208	China Grease Rd	403 Mt Hough Cr Lk	207 Arlington Rd	10	N/A	0	100	unimproved	64	--	--	--
209	T'vie Tr Sta Rd	112 No Valley Rd	End		N/A	50	200	none	--	--	--	--
211		112	207	4	300	250	1000	none	29	1	--	--
213	1 Diamond Mt Rd	112	214 No Arm Rd	8	350	200	1000	none	481	--	--	--
213	3 Diamond Mt Rd	214 No Arm East Sd	Lassen Co	10	150	0	500	portion paved, prtn graveled, prtn unimproved, narrow, poor alignment	208	--	--	--
214	No Arm Rd	112	213 Diamond Mt Rd	8	120	60	500	poor alignment	138	--	--	--
214A	No Arm Rd	213 Diamond Mt Rd	214 No Arm Rd		N/A	50	500	none	51	--	--	--
215	Highway Rd	SH089	203	4	350	200	1000	none	788	--	--	37
216	Fergay Rd	SH089	SH089	8	N/A	200/ 50	1000/50	portions paved, portions un- improved	117	--	--	--
217	Pecks Vly Rd	112	End	2	N/A	200	1000	none				
217	10 Pecks Loop	27N854 PLU NF		2	N/A	200	1000	none	140	--	--	--
217	15 Pecks Loop	27N855 PLU NF		2	N/A	200	1000	none	140	--	--	--
218	Alta Camp Rd	SH089	SH089	3	N/A	100	1000	paved, needs blanket	154	--	--	10
219	Williams Vly Rd	112 Main St	End	2	N/A	200	1000	none	197	18	--	80
220	Lo Williams Vly Rd	219 Williams Vly Rd	End		N/A	50	200	none	57	--	--	--
221	Ward Creek Rd	112 Beckerth T'vie Rd	End		N/A	50	200	portion graveled, portion unimproved	29	--	--	--
201	Highlands Rd	423	8027	4	N/A	0	500	graveled, steep	109	--	--	--
202	Storrie Rd	Butte Co	End	10	N/A	0	200	unimproved	--	--	--	--
203	Belden Town Rd	SH070	End	4	350	300	500	narrow, poor alignment	4	--	--	--
203A	Howells Rd	303 Belden Twn Rd	End	10	N/A	50	200	narrow, poor alignment	4	--	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Estimated Winter ADT	Present Safe Capacity	Present Deficiencies	Potential During Units	Commercial	Industrial	Recreation
304	Richbar Rd	SH070	End		N/A	50	200	narrow, poor alignment	18	--	--	18
305	3 Prvtl But Rsvr Rd	8045	305		.							
305	10 Prvtl But Rsvr Rd	305	PLU NF Bdry		.							
305	15 Prvtl But Rsvr Rd	PLU NF BDRY	Lassen NF Bdry		.							
305	20 Prvtl But Rsvr Rd	Lassen NF BDRY	Lassen NF BDRY		.							
305	25 Prvtl but Rsvr Rd	Lassen NF BDRY	SH089	5	450	150	2000	poor alignment, steep	147	--	--	--
305	30 Prvtl But Rsvr Rd	SH089	310 Almenor Dr West	4	350	250	2000	none	130	--	--	88
306	Seneca Rd	SH089	305	9	300	50	500	mostly unpaved, poor alignment, narrow	100	--	--	140
306A	Little Seneca Rd	306 Seneca Rd	End	10	N/A	50	200	unimproved	4	--	--	--
306B	Old State Hiway	SH089	306 Seneca Rd		N/A	50	200	poor pavement, needs resurfacing	--	--	40	40
307	Hurtug Rd	Butte Co	309 Hmbg Hum Cr Rd	10	100	0	200	portion gravel, portion unimproved	1	--	--	--
308	Humboldt Rd	SH089	Butte Co	10	150	0	200	portion gravel, portion unimproved	2	--	--	--
309	Hmbg Hum Cross Rd	305	308 Humboldt Rd	10	100	0	200	portion gravel, portion unimproved	1	--	--	--
310	5/10 Almenor Dr West	SH089	305 Prvtl But Rsvr Rd	5	N/A	50	1000	portion poor alignment, narrow	130	--	--	5
310	15/20 Almenor Dr West	305 Prvtl But Rsvr	SH089	5	N/A	50	500	narrow	--	--	--	83
311	1/3 Sec Old Rbl Rd	312	Tehama Co	10	N/A	0	1000	poor alignment	24	--	--	80
312	Chster War Vly Rd	CH02 Feather Riv Dr	Lassen NF	5	600	300	2000	none	348	--	--	80
312	10 Chster War Vly Rd	Lassen NF	8140	5	N/A	0	500	narrow, poor alignment	348	--	--	80
312A	Warner Creek Rd	312	312		N/A	0	500	none	58	--	--	--
312B	Harkness Dr	312 Chstr War Vly	312 Chstr War Vly		N/A	0	500	none	25	--	--	--
313	A 13	SH036	SH147	6	2200	1500	10000	none	15512	94	2	472
313A	Peninsula Dr	313 A13	313C Firehouse Rd	4	2100	1200	2000	poor alignment	2671	--	2	181
313B	Lake Almenor Dr	313 A13	313 A13	3	N/A	200	1000	none	148	1	--	--
313C	Firehouse Rd	313A Peninsula Dr	End		N/A	50	500	none	--	--	--	7
314	Big Sprgs Co Rd	313 A13	Lassen Co	10	N/A	0	200	unimproved	--	--	--	--
315A		SH147	End		N/A	50	200	poor alignment	27	2	--	1
315B	Dyer Dr	SH147	End		N/A	50	200	poor alignment	115	--	--	--

Road No.	Name	From	To	Class	Actual	Potential	Present	Present	Present	Potential	Dwelling	Commercial	Industrial	Recreation
					Summ	ADT								
316A	Chester Skl Rd	SH036	End	5	N/A	50	200	needs resurfacing		--	--	--	--	
317	Rich Gulch Rd	SH070	8065	4	N/A	50	500	poor alignment		--	--	--	--	
317A	Virgilia Depot Rd	SH070	End		N/A	50	200	narrow		--	--	--	--	
318	Chster Jun Lk Rd	312	8142	5	200	0	200	portion paved, poor alignment, narrow, portion gravel		--	--	--	--	
319	Digger Ravine Rd	SH070	8047		N/A	50	200	poor alignment, narrow		--	--	--	--	
320	Cattfish Beach Rd	SH036	End		N/A	0	200	none		--	--	--	--	5
321	Big Springs Rd	313 A13	313 A13	4	600	400	2000	poor alignment		183	10	--	--	5
322		SH036	End	8	N/A	50	2000	none		--	--	--	--	
322A		322	End		N/A	50	2000	none		--	--	--	--	
322B	New Chester Dmp Rd	322	8150		N/A	50	500	poor alignment		--	--	--	--	
323	Walker Rd	313	End					under construction		8003	38	2	250	
323A	Big Cove Rd	323	313A Penn. Dr					under construction		1375	--	--	--	60
324		SH036	End		N/A	50	200	none		--	--	--	--	25
325	Rocky Pt Cmp Gr Rd	SH089	End	5	N/A	0	500	narrow, poor alignment		--	--	--	--	
326	Twin Stone Rd	SH070	417 Butterfly Vly	4	N/A	100	500	none		23	--	70	16	
327		SH147	End		N/A					7	--	--	--	
328	Indian Hills Rd	SH147	SH147	3	N/A	100	500	narrow		44	--	--	--	
301	Squirrel Creek Rd	SH070	End	9	N/A	0	200	portion graveled, portion unimproved		25	--	--	--	
302	Massack Rd	8006	SH070	9	N/A	50	200	none		60	--	--	--	
302A	Old State Hwy	SH070	End		N/A	50	200	needs resurfacing		--	--	--	--	
303	Ht Hough Cr Lk Rd	406 Quincy Jct Rd	End	9	N/A	0	200	portion graveled, portion unimproved		65	--	--	--	
304	Chandler Rd	SH070	SH070	1	500	400	1000	poor alignment & drainage		1000	--	--	--	
304A	Garland Camp Rd	404 Chandler Rd	End	5	350	100	1000	narrow, poor alignment, substandard bridge		50	--	--	--	
305	Lee Rd	SH070	406 Quincy Jct Rd	2	2200	2000	5000	portion narrow		518	8	356	40	
305A	Bell Ln	406 Quincy Jct Rd	405 Lee Rd	2	2500	2000	5000	portion narrow		161	--	65	--	
306	Quincy Jct Rd	SH070	404 Chandler Rd	4	2500	2200	10000	none		879	36	147	20	
306	10 Quincy Jct Rd	404 Chandler Rd	End	4	N/A	50	1000	none		109	--	--	--	
306A	Barlow	SH070	404 Chandler Rd		N/A	50	1000	none		423	--	--	--	

Road No.	Name	From	To	Class	Actual Summer ADT	Limitd Inter ADT	Present Safe Capacity	Present Deficiencies	Potential During Units	Commer- cial	Indust- rial	Recre- ation
408	Purdys Rd	SH070	SH070	4	150	120	1000	none	198	--	--	--
406A	County Hospital Rd	419	End	1	N/A	100	500	none	--	21	--	--
409	Beskeen Ln	SH070	End	4	150	120	500	narrow, poor alignment, needs resurfacing	182	--	--	23
411	1 Main St	SH070 Crescent St	411 Bucks Lake Rd	1	3000	2500	5000	needs resurfacing	1843	30	--	65
411	3 Bucks Lake Rd	411 Main St	PLU NF	7	2000	1600	5000		1482	27	--	65
411	9 Bucks Lake Rd	PLU NF	414 Spanish Rch But	7	2000	1600	5000	portion poor alignment	854	14	--	65
412	Silver Creek Rd	414 Spanish Rch But	End	2	N/A	100	1000	none	74	--	--	--
413	Spanish Ranch Rd	411 Bucks Lake Rd	414 Span Rch Butte	4	200	150	1000	none	37	--	--	--
414	Spanish Rch But Co	But Co	8024	9	600	0	500/5000	prtn graveled/prtn paved	41	--	--	--
414	5 Spanish Rch But Co	8024	423 Big Cr Rd	9	600	0	500/5000	prtn graveled/prtn paved	173	--	--	23
414	10 Spanish Rch But Co	423 Big Cr Rd	411 Bucks Lk Rd	5	1000	0/300	5000	portion closed in winter/ portion poor alignment	779	14	--	65
415	Keddle Resort Rd	SH070	End	4	500	450	500	poor alignment, narrow	--	--	--	43
415A	Spanish Oas Ln	415 Keddle Rsr Rd	End	2	N/A	150	500	poor alignment, narrow	--	--	--	13
416	Old Hwy Rd	SH070	SH070	4	200	160	500	poor alignment, narrow	36	--	--	--
416A	Hayhouse Rd	SH070	End	4	150	120	500	narrow	14	--	--	--
416B		416 Old Hwy Rd	End									
417	Billy Vly Ten Rd	WPRR	326 Twain St Rd	4	500	450	500	narrow, poor alignment	19	--	70	12
417	Billy Vly Ten Rd	SH070	WPRR	4	500	450	500	portion graveled, portion unimproved, portion paved, narrow, poor alignment	60	--	--	--
418	Old Meadow Vly Rd	411	411		N/A	50	500	none	35	--	--	--
419	5 Golden Eagle Ave	SH070	End	4	N/A	1000	5000	none	33	109	--	--
420	Blackhawk Rd	SH070	8019	4	N/A	100	500	poor alignment	245	--	--	--
421	Bcks Lk Tr Sta Rd	414 Spn Rch Butte	End		N/A	0	500	none	--	--	--	--
422	Gopher Hill Lnd Rd	411 Bcks Lake Rd	End		N/A	50	500	graveled	--	--	--	--
423	Big Creek Rd	414 Spn Rch Butte	414 Spanish Rch But	5	N/A	0	2000	poor alignment	340	--	--	20
424		406 Quincy Jct Rd	End	2	N/A	50	500	none	52	--	--	--
425	Countryman Dr	423 Big Creek Rd	End	9	N/A	0	1000	none	63	--	--	--
426	Ganshor Park Dr	409 Beskeen Ln	End	4	550	450	1000	none	--	--	--	8
427	Rutherford Ave	419 Golden Eagle Av	End		N/A	50	2000	none	20	50	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential During Winter Units	Commercial	Industrial	Recreation
428	Schnelker Crk Rd	414 Spnsh Rnch But	8022 Schnelker Crk	4	N/A	150	1000	none	42	--	--	--
501	Gold Lake Rd	GE46 Yonkila Trl	Sierra Co	5	800	0	2000	none	--	--	--	--
502	Poplar Valley Rd	506 Greeagle Jhnsv	8060	4	1200	1000	2000	none	1413	--	--	100
503	Old Cronberg Rd	509 Sloat Rd	SH070	8	N/A	50	200	narrow, needs resurfacing	1	--	--	--
504	Sloat Tre Sta Rd	509 Sloat Rd	End		N/A	50	200	needs resurfacing	--	--	--	--
505	Gragle Tre Sta Rd	521 Blsden Gra Rd	End						--	--	3	--
506	Gragle Jhnsvl Rd	SH089	502 Poplar Vly Rd	4	2000	1500	2000	steep	3185	13	--	1656
506	10 Gragle Jhnsvl Rd	502 Poplar Vly Rd	JV02 Church St	5	600	200	1000	narrow, poor alignment	309	--	--	1500
506B	McNawk Hwy 40A Rd	506	SH070	4	1200	800	1000	poor alignment, narrow bridge	1652	37	--	852
506C	Jhnsvl Eureka Lk Rd	JV02 Church St	End	5	N/A	100	500	poor alignment, portion paved	170	--	--	510
507	Jhnsvl McCrea Rd	506	Sierra Co	10	N/A	0	200	mostly unimproved	6	--	--	790
508	Harrison Rd	SH070	508A Gill Rnch Rd	10	N/A	0	200	unimproved	--	--	--	--
508	10 Harrison Rd	508A Gill Rnch Rd	8057	10	N/A	0	200	unimproved	815	--	--	--
508	15/20 Gruburn Rnch Rd	8057	SH070	4	500	300	2000	none	1822	--	--	10
508A	Gill Ranch Rd	SH070	PLU NF	7	200	150	500	none	285	--	8	8
508A	10 Gill Ranch Rd	PLU NF	508 Harrison Rd	7	200	150	500	none	10	--	--	--
508B	Spry Gran Dep Rd	SH070	End	4	N/A	50	200	poor alignment	13	--	--	--
508C		SH070	8056		N/A	50	200	none	--	--	--	--
509	Sloat Rd	SH070	503 Old Cronberg Rd	8	500	350	1000	none	183	--	60	--
509A	Old Rd	SH070	509 Sloat Rd	4	200	100	500	poor alignment	40	--	60	--
509B	Sloat Poplar Vly Rd	509 Sloat	8060	9	N/A	50	200	unpaved, unprotected railroad crossing, narrow bridge	15	--	30	--
510	Ragle Hill Rd	SH070	End		N/A	50	200	unimproved, steep	123	--	--	--
511	1 Quincy LaPorte Rd	SH070	PLU NF	4	500	400	1000	none	249	--	--	103
511	2 Quincy LaPorte Rd	PLU NF	511 HR Willow Cr	4	400	250	500	poor alignment, narrow	72	--	--	--
511	3 Quincy LaPorte Rd	511	Sierra Co	10	N/A	0	200	portion graveled, portion unimproved, steep, poor alignment	40	--	--	--
511	5 Quincy LaPorte Rd	Sierra Co	514 Little Grass Vly	10	N/A	0	200	portion graveled, portion unimproved, steep, poor alignment	--	--	--	--

Road No.	Name	From	To	Class	Actual	Limit	Present	Present	Deficiencies	Potential			
					Summer	Inter				Dwelling	Commercial	Industrial	Recreation
					ADT	ADT	Capacity			Units			
511	6 Quincy LaPorte Rd	514 Ltl Grass Vly	513 Port Wine Rd	6	1000	250	2000	none		962	10	--	150
511	7 Quincy LaPorte Rd	513 Port Wine Rd	Yuba Co	6	1000	250	2000	none		1366	14	--	150
511A	10 Lexington Hill Rd	511 Qcy LaPorte Rd	8036		N/A	0	200	none		--	--	--	--
511b	10 LaPorte Pines Rd	511 Qcy LaPorte Rd	End	3	N/A	50	500	steep		179	--	--	--
512	St. Louis Rd	511	Sierra Co	10	N/A	0	200	unimproved		7	--	--	--
513	Port Wine Rd	511	Sierra Co	10	N/A	0	200	unimproved		35	1	--	--
514	1 Ltl Grass Vly Rd	511	Dam	3	600	0	1000	none		844	5	--	150
514	3 Ltl Grass Vly Rd	Dam	8037							20	--	--	--
514A	5	514 Ltl Grs Vly Rd	End		N/A	0	200	none		158	--	--	15
515	Carp Layman Rd	SH070	End	4	200	100	200	poor alignment, narrow		--	--	--	--
516	Monk's Vista Dr	SH070	SH070	3	N/A	200	1000	none		171	--	--	--
517	Mt Temba Rd	SH070	End	1	N/A	50	200	none		--	--	--	3
518	Parkers Rd	SH070	End		N/A	50	200	needs resurfacing		25	--	--	--
519	Gold Lk Frst Hwy	SH089	Sierra Co	3	N/A	0	2000	none		664	--	--	--
520	Little Bear Rd	SH070	SH089	4	N/A	0	200	portion paved, portion graveled		13	15	--	103
521	Birsdon Creeple	SH089	521 Bonta St	4	800	500	1000	portion narrow, poor alignment		143	--	30	28
521	Bonta St	521 Birsdon Crgle	SH089	1	--	200	1000	none		35	26	--	--
522	Old Mill Pond Rd	SH070	End							30	--	--	--
523	Rugby Way	404	End							5	--	--	--
AA01	Magnolia Ave	Portola	End	2						62			
AL01		310	310							.			
AL02		AL01	End							.			
AP01	Ponderosa Dr	313A	End							154			15
AP02	Manzanita Way	AP01	AP01							44			
AP03	Firland Way	AP01	End							9			
AP04	Cedar Circle	AP01	End							6			
AP05	Ponderosa Circle	AP01	End							6			

Road No.	Name	From	To	Class	Actual	Potential	Present	Capacity	Present	Deficiencies	Potential	Commercial	Industrial	Recreation
					Summer	Winter					Dwelling			
AP06	Arbutus Dr	AP01	End											5
AP07	Ponderosa Way	AP01	AP02								11			
AP08	Redwood Circle	AP01	End								6			
AP09	Pine Circle	AP01	End								6			
AP10	Spruce Circle	AP01	End								4			
AR01	Ogden Rd	207	End								32			
AR02	Marie Dr	End	End								24			
AW01	Lk Almanor West Dr	SH089	AW06								2339	1		90
AW02	Goose Bay Trail	AW01	End								36			
AW03	Slim Dr	AW01	AW04								254			
AW04	Long Iron Dr	AW01	AW06								105			
AW05	Marlon Trail	AW01	AW03								23			
AW06	Osprey Loop	AW01	AW01								1772			
AW07	Malibu Dr	AW04	AW06								175			
AW08	Manzanita Dr	AW04	AW06								133			
AW09	Raccoon Trail	AW04	AW06								88			
E01	Valley View Dr	BE07	End								404			
E02	Edgewood Dr	BE05	BE06								36			
E03	Daisy Lane	BE01	End								14			
E04	Willow Way	BE01	End								14			
E05	Meadow Way	411	End								158			
E06	Wildwood Ct	BE01	End								18			
E07	Bellamy Ln	411	BE01								300	3		
L01		521	End								11	1		
L02		521	521								3			
M02	Myrtle St	BW08	BW06				500				5			
M03	North St	BW05	111				2000				20			
M04	Main St	111	End				2000				46	6		
M05	Greeley St	BW04	End				500				10			

Road No.	Name	From	To	Actual		Present	Potential		Present	Deficiencies			
				Class	Summer ADT	Inter ADT	Safe Capacity	Present	Safe Capacity	Present	Deficiencies	Dwelling Units	Commercial
BW06	Beckwourth St	BW02	BW04				500					5	
BW08	Indian St	BW04	BW02				500					12	
BW09	New St	BW04	SH070				1500						3
CE01	Crucker Ct	WE10	End				1000					27	
CE02	Cull Ct	WE10	End				800					15	
CE03	Pine Ct	112	End				600					8	
CH01	Lassen St	CH02	End									300	
CH02	Feather River Dr	SH036	312									865	1
CH03	Stover Rd	CH02	End									106	1
CH04	Olsen St	SH036	CH01									118	
CH05	Gay St	CH13	CH11									26	7
CH06	Bridge St	CH11	CH08									56	1
CH07	Plumas Circle	CH06	CH06									21	
CH08	Frost Ave	CH06	CH05									8	1
CH10	Stone Ave	SH036	CH06									2	
CH11	Melissa Ave	SH036	CH07									254	1
CH13	First Ave	SH036	End									1064	12
CH14	Second Ave	CH19	CH17									44	
CH15	Third Ave	CH17	CH21									44	
CH16	Fourth Ave	CH19	CH18									35	
CH17	First St	CH13	CH15									36	
CH18	Second St	CH16	CH13									50	
CH19	Third St	CH13	CH16									73	
CH20	Fourth St	CH21	CH42									27	
CH21	Riverside Ave	CH15	CH20									44	
CH22	Willow St	CH13	SH036									27	4
CH23	Myrtle St	SH036	CH13									84	1
CH24	Aspen St	SH036	CH13									220	4
CH25	Cedar St	SH036	CH13									127	

Road No.	Name	From	To	Class	Actual	Ad	Present	Potential	Dwling	Commer-	Indust-	Recre-
					Summer	Inter	Safe					
					ADT	ADT	Capacity	Present	Units	cial	rial	ation
126	Moody Meadow Rd	CH13	CH35						81	15		
127	Fir St	CH35	End						62	6		
128	Cross St	CH29	CH24						132	1		
129	First St	SH036	CH28						97	15		
130	Farrer Dr	SH036	CH32						97	1		
131	Richardson Way	CH29	CH30						53			
133	Pine Way	CH31	CH25						53			
134	Irwin Way	CH35	SH036						62			
135	Martin Way	SH036	CH29						342	22		
136	Glenwood Dr	SH036	CH38						403		383	
137	Brentwood Dr	CH38	End						18	6		
138	Edgewood Dr	CH36	End						105			
139	Inglewood Dr	CH40	CH38						35			
140	Riverwood Dr	CH38	SH036						88	7		
141	Willow Way	SH036	SH036						4	5		10
142	Laurel Lane	CH20	CH22						27	1		
143	Reynolds Rd	SH036	End						109	1		
144	School St	CH28	End						55			
145		CH01	End						7			
146	Maywood Dr	CH38	End						44			
147	Jensen Rd	SH036	End						35	1		
148	Carol Ave	CH47	SH036						35			
149	Hency Ave	CH48	SH037						21	1		
150		CH05	CH06							1		
151	Willholte Rd	CH13	CH54						178		10	
152	Furdy Rd	CH13	CH54						193			
153	Puher Rd	CH13	CH52						105			
154	Watson Rd	CH13	SH036						357		10	

Road No.	Name	From	To	Class	Actual	timed	Present	Present	Deficiencies	Potential	Commer-	Indust-	Recre-
					Summer	Inter	Safe			Dwling			
					ADT	ADT	Capacity			Units	cial	rial	ation
CH55	Andrews Rd	CH13	CH57							531			
CH56	Lorraine Dr	CH55	End							443			
CH57	Sherman Rd	CH56	CH54							149			
CH58	Fuort Rd	CH56	End							150			
CH59	Marie Rd	CH56	End							180			
CH60	Red Cedar Way	CH54	End							56			
CH61	Red Cedar Way	CH60	End							21			
CH62	Black Oak Dr	CH51	End							80		10	
CH63	Gray Birch Way	CH51	CH62							2			
CH64	Aldon Dr	SH036	End							53			
CH65		CH37	CH63								3		
CH66	Meadows St	CH07	CH11							25			
CH67	No Sierra Meadows Ln	CH11	End							44			
CH68	So Sierra Meadows Ln	CH11	End							44			
CH69	Chester Airport Rd	SH36	End									170	
CL01	Upper Main St	CL04	End							128	1		
CL02	Lower Main St	115	End							35	1		
CL03	Pine St	115	End							35			
CL04	Spruce St	115	End							175	1		
CM01	School St	CH04	CH03							53			
CM02	Crescent St	CH03	CH04							18			
CM03	Main St	SH089	SH089							83			
CM04	Carter St	SH089	End							264			
CM05	Block 3 St	CH04	CH04							38			
CM06	Old Green Mtn Rd	CH04	End							34			
CM07	Block 3 St	CH05	CH04							18			
CM08		SH089	End							18			
CM09		CH04	CH10							18			
CM10		CH01	CH02							9			
CM11		CH01	CH03							9			

Road No.	Name	From	To	Actual		Present Safe Capacity	Present Deficiencies	Potential			
				Summer ADT	Winter ADT			Dwelling Units	Commercial	Industrial	Recreation
DE01	Delleker Rd	SH070	End			2000		564	20		
DE02	Escondido Way	DE01	End			600		36	5		
DE03	Montana Ct	DE02	End			600		21			
DE04	Arriba Ave	DE01	End			600		91			
DE05	Bella Vista Dr	DE01	DE04			600		175			
DE06	Lacera Ln	DE01	DE05			600		53			
DE07	Huerta Way	DE05	DE06			600		14			
DE08	Coasta Way	DE05	DE06			600		35			
DE09	Cullina Ct	DE05	End			600		21			
DE10	Delleker Prk Dr	SH070	End			600		357			
EQ01	Claremont Way	EQ04	End					220			
EQ02	Elm St	405	End					12			
EQ03	Alta Ave	405	SH070					70	4	45	5
EQ04	Mill Creek Rd	405	End					693	14	89	10
EQ05	1 Pioneer Rd	405	EQ29					181	1		
EQ06	2 Pioneer Rd	EQ29	EQ09								22
EQ07	3 Pioneer Rd	EQ09	End					205			
EQ08	Rogers Ave	405	EQ05 1					6	1		
EQ09	Frederick Ave	SH070	EQ05 1					219	2		
EQ10	Hanzanita Way	EQ29	EQ07					30			
EQ11	Plu Fairgrnd Rd	SH070	End					298	1		88
EQ12	Cedar St	EQ16	End					57			
EQ13	First St	SH070	End					713	1		5
EQ14	1 Pine St	End	EQ11					72			
EQ15	2 Pine St	EQ11	EQ19					215			
EQ16	3 Pine St	EQ19	End					150	2		
EQ17	Center St	EQ18	EQ04					389			
EQ18	Hansell St	EQ11	EQ18					52			

Road No.	Name	From	To	Class	Actual	limited	Present	Capacity	Present	Deficiencies	Potential	Commercial	Industrial	Recreation
					Summer	Winter	Safe				Dwelling			
					ADT	ADT					Units			
EQ15	Second St	EQ14	EQ10								30			
EQ16	Third St	EQ12	End								70			
EQ17	Fourth St	EQ14	EQ12								35			
EQ18	Fifth St	EQ14	EQ12								128			
EQ19	Reuse St	EQ12 3	SH070								392	3		
EQ20	Old Highway	SH070	End								308			
EQ21	Katherine St	EQ10	EQ26								35			
EQ22	Karon St	EQ10	EQ26								35			
EQ23	Sylvan Way	405A	End								33			
EQ24	Pearce Ln	405	End								4	2		
EQ25	Clough St	SH070	End								90	1		
EQ26	Crawford St	EQ11	End								48			
EQ27	Abernethy Ln	End	SH070									1	6	
EQ28	Su Hegberg Ave	End	SH070								53	10		
EQ29	West St	EQ08	EQ05 1								1			
EQ30	Weldon Ave	EQ06	EQ05								6			
EQ31	Mac Ln	EQ11	End								9			
EQ32	Ponderosa St	EQ16	EQ25								4			
EQ33		EQ09	EQ33											28
EQ34		EQ33	EQ33											5
EQ35	Bresciani Circle	405	405								38		1	
EQ36	Bresciani Ln	405A	End										15	
EQ37	Sierra Way	End	End								74			
GE01	Irigoien Trail	SH089	End								968	2		5
GE02	Chinook Trail	GE01	GE01								44			
GE03	Apache Trail	GE01	GE01								30			
GE04	Navajo Trail	GE01	End								259			
GE05	Osage Trail	GE01	GE08								35			

Road No.	Name	From	To	Class	Actu	Estimtd	Present	Present	Deficiencies	Potential	Commer-	Indust-	Recre-
					Summer	Winter	Safe			Dwling			
					ADT	ADT	Capacity			Units	cial	rial	ation
GE06	Hupa Trail	GE04	End							80			
GE07	Hopi Trail	GE06	End							9			
GE08	Shoshone Trail	GE01	GE06							35			
GE09	Sioux Trail	GE01	End							350			
GE10	Seminole Trail	GE09	End							29			
GE11	Tomahawk Trail	GE01	GE01							44			
GE12	Lassik Trail	GE14	End							14			
GE13	Walla Wall Trail	GE14	End							14			
GE14	Malou Trail	SH089	GE19							388	5		
GE15	Porro Trail	GE14	End							299			
GE16	Mimuk Trail	GE15	GE15							58			
GE17	Shoshoni Trail	GE15	End							23			
GE18	Pocassin Trail	GE19	End							47			
GE19	Palute Trail	GE46	GE23							459			
GE20	Washo Trail	GE19	End							12			
GE21	Wintun Trail	GE19	GE28							72			
GE22	Yurok Trail	GE46	GE23							14			
GE23	Toiyas Trail	SH089	End							606			
GE24	Karuk Trail	GE23	End							12			
GE25	Yachut Trail	GE46	GE23							47			
GE26	Whitfoot Trail	GE23	End							12			
GE27	Shasta Trail	GE46	SH089							412			
GE28	Koromino Trail	GE27	GE27							105			
GE29	Hattola Trail	GE27	GE28							35			
GE30	Hoxan Trail	GE27	End							40			
GE32	W. Chilula Trail	GE23	End							35			
GE33	E. Chilula Trail	GE23	End							19			

Road No.	Name	From	To	Class	Actual	Estimated	Present	Present Deficiencies	Potential			
					Summer ADT	Winter ADT	Safe Capacity		Dwelling Units	Commercial	Industrial	Recreation
GE34	Kato Trail	GE27	GE23						109			
GE35	Boz Trail	GE34	End						35			
GE36	Klamath Trail	GE23	GE34						123			
GE37	Nongall Trail	GE23	End						18			
GE38	Holbrook Trail	GE23	GE42						144			
GE39	Huerfano Trail	GE23	GE41						82			
GE40	Kusa Trail	GE39	End						31			
GE41	Modoc Trail	GE38	End						31			
GE42	Wishram Trail	GE46	End						225			
GE43	Wayne Trail	GE19	GE42						26			
GE44	Papoose Trail	GE42	End						65			
GE45	Yana Trail	GE46	End						12			
GE46	Yonkalla Trail	SH089	End						1031			11
GV01	Agood Alley	SH089	SH089						109	1		
GV02	Church St	GV04	GV07						21			
GV03	Hendlin Ave	GV06	GV05						18			
GV04	Bush St	GV05	112						44			
GV05	Grand St	SH089	GV04						167	1		
GV06	Jessie St	SH089	GV04						54			
GV07	Pine St	112	SH089						21	2		
GV08	Bixwell St	112	SH089						18	1		
GV09	Hill St	SH089	202						41	2		
GV10	Hillside Dr	SH089	End						58	1		
GV11	Larson Ave	202	GV18						67			
GV12	Forney Ave	GV16	202						53			
GV13	Hudson Ave	202	GV14						53			
GV14	Higley Ave	202	GV18						14			
GV15	First St	GV14	GV11						35			

Road No.	Name	From	To	Class	Actual	Estimated	Present	Present	Deficiencies	Potential	Commercial	Industrial	Recreation
					Summer ADT	Winter ADT	Safe Capacity			Dwelling Units			
GV16	Second St	GV18	GV14							18			
GV17	Williams Way	GV14	GV11							18			
GV18	Kinder Ave	202	GV14							146	2	1	
GV19	Hot Springs Rd	SH089	End							627	5		22
GV20	Stancart Mine Rd	SH089	End							179			
GV21	Humphrey Circle	SH089	SH089							32	6		
GV22	Franklin Alley	SH089	GV09							3	1		
GV23	London Alley	GV11	GV14							18			
GV24	Third St	GV13	GV18							7			
GV25	Justice Lane	SH089	End								1		
GV26		GV19	GV19							109			
GV27	Hiceway	215	End							35			
GV28	Cedar Dr	215	End							35			
HB01	Mary Ann Lane	313	End							347			
HB02	Hillcrest Dr	HB01	End							66			
HB03	Lake View Way	313	End							45			
HB04	Woodlake Dr	HB01	HB01							92			
HB05	Evergreen Circle	HB04	End							15			
HB06	Cedar Lane	321	313							58			
HB07	Park Hill Dr	HB04	HB04							30			
HB08	Fir Lane	HB01	HB07							21			
HB09	Parkside Way	313	HB04							50			
HB10	Cedar Hill Lane	321	End							15			
HB11	Springwood Circle	HB06	End							14			
IF01	Third St	IF03	IF06							30			
IF02	Fourth St	IF03	IF07							55			
IF03	Carroll Ave	IF01	End							19			
IF04	Indian Falls Rd	SH089	End							127			

Road No.	Name	From	To	Actual Summer Class	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential			
								Dwelling Units	Commercial	Industrial	Recreation
IF05	Hannon Ave	End	End					21			
IF06	Reeder Ave	End	IF08					30			
IF07	Thompson Ave	IF02	IF08					7			
IF08	Fifth St	IF04	End					6			
IF09	Fifth St	IF07	End					2			
JV01	Eureka St	506	End					31			
JV02	Church St	506	JV03					27			
JV03	Arastma St	506	506					28			
JV04	School St	JV02	JV03					6			
JV05	Bridge St	End	End					25			
JV06	Pine St	JV02	JV03					8			
LP01	Aristocracy Dr	511	End					48			
LP02	Warren Hill Rd	511	LP04					14	1		
LP03	First Ave	513	LP02					4	1		
LP04	Second Ave	513	End					9			
LP05	Mooreville Rd	511	End					89	1		
LP06	Prineau Dr	LP01	LP07					22			
LP07	Gula St	511	End					13			
LP06	Glensood Way	LP05	End					16			
LT01	Lakewood Terrace	313A	LT02					80			
LT02	Lakewood Dr	LT01	LT03					150			
LT03	Cove St	LT02	313A					79			
MH01	Highland Rd	216	End					7			
MH02	Mt Hough Circle	216	End					13			
MH03	Mountain View Rd	216	End					37			
MH04	Valley View Rd	MH03	216					2			
MR01	Wagon Rd	CH02	8154					170			
MR02	Meadow Rd	MR01	End					27			

Road No.	Name	From	To	Class	Actual	Potential	Present	Deficiencies			
					Summer ADT	Winter ADT	Safe Capacity	Present	Deficiencies	Potential	Units
MR03	Settlers Rd	MR02	End							67	
PE01	Pinon Pine Circle	PE04	PE02							22	
PE02	Sugar Pine Dr	PE04	PE11							145	
PE03	Cedar Lane	PE04	PE04							53	
PE04	Lundy Lane	502	End							460	
PE05	Evergreen Circle	502	502							84	
PE06	Madura Lake Rd	502	End							52	
PE07	Timber Lane	PE05	PE06							26	
PE08	Pine Tree Ct	PE05	End							14	
PE09	Cottonwood Dr	502	PE04							503	12
PE10	Ponderosa Dr	PE02	End							34	
PE11	Sugar Pine Ct	PE02	End							21	
PH01	Wolf Ave	127	PH04				600			35	
PH02	Cougar Way	127	PH01				600			36	
PH03	Bear Way	127	PH01				600			44	
PH04	Grizzly Way	127	End				600			46	
PH05	Otter Way	PH01	End				600			32	
PL01	Pineleaf Dr	End	414							116	
PL02	Spanish View Dr	PL01	414							44	
PL03	Aca Lane	PL02	413							21	
PL04	Spanish View Cir	PL02	End							6	
PL05	Aca Circle	PL03	End							5	
PL06	Abbott Lane	End	PL01							61	
PL07	Silver Circle	End	PL06							4	
PR01	Carol Lane West	405A	End							78	
PV01	Terrace Dr	PV04	PV05							26	
PV03	Center St	PV01	310							34	
PV04	West St	305	PV05							15	

Road No.	Name	From	To	Class	Actual	Estimated	Present	Present	Deficiencies	Potential	Commercial	Industrial	Recreation
					Summer ADT	Winter ADT	Safe Capacity			During Units			
PV05	Scott Dr	PV04	PV06							15			
PV06	East St	PV05	310							21			
PV07	Ashtley Dr	310	End							7			
QU01	Bradley St	SH070	QU03 2							195	4		
QU03 1	Jackson St	QU34	End							199			
QU03 2	Jackson St	QU14	QU08							195	3		
QU03 3	Jackson St	QU08	418							38			
QU04	East High St	QU13	QU10							248	6		
QU05	Davis St	QU03 3	411							7			
QU06	Myers St	411	QU03 3							10			
QU07	Euchanan St	411	QU21							219	1		
QU08	Court St	QU03 2	SH070							75	3		
QU09	Oodle Way	QU04	End							35			
QU10	Harbison Ave	QU04	SH070							268	3		
QU11	Fillmore St	SH070	QU04							42	1		
QU12	Church St	QU04	SH070							42	2		
QU13	East St	SH070	End							110	1		
QU14 1	Reena Ave	SH070	QU03 2							110	1		
QU14 2	Reena Ave	QU03 2	QU31							68			
QU15	Plumas Ave	QU16	SH070							14	1	3	
QU16	Leonard Ave	SH070	QU15							7	1	1	
QU17	Fallway Ave	SH070	End							150			
QU18	Goodwin Ave	QU07	End							18			
QU19	West High St	QU29	End							34			
QU20	Monte Vista Ave	QU25	End							52			
QU21	Edwards Ave	End	End							127			
QU22	Sierra Way	QU20	End							3			
QU23	Boyle St	QU24	QU26							35			

Road No.	Name	From	To	Class	Actual	Potential	Present	Deficiencies				Potential	Commercial	Industrial	Recreation
					Summer ADT	Winter ADT						Dwelling Units			
QU24	Foothill Way	QU20	QU23									18			
QU25	Coburn St	QU03 2	End									167			
QU26	Alder St	QU04	End									141	5		
QU27	Oak St	QU26	End									21			
QU28	Cate St	QU13	End									9			
QU29	Lee Ave	QU03 3	End									14			
QU30	Lindan Ave	SH070	End									18	1		
QU31	Louisiana Ave	QU14 2	End									61			
QU32	Alder Ct	QU26	End									12			
QU33	Stephen Way	QU26	End									35			
QU34	Claremont Dr	SH070	QU46									234	4		
QU35	Crestview Dr	QU34	End									69			
QU36	Cicman Ave	SH070	SH070										1		
QU37	So Lindan Ave	SH070	QU03 1									417	2		
QU38	Central Ave	QU37	QU34									109			
QU39		SH070	End										5		
QU40	Grover Alley	QU01	QU10										1		
QU41	Baker Way	QU03 2	QU12									7	1		
QU42	Lee Circle	QU29	QU29									7			
QU43	Plumie Way	SH070	End										1		
QU44	Lindan Lane	QU03 1	QU35									9			
QU45		SH070	End									221			
QU46	Hugget Lane	QU34	End									129	2		
QU47	Summerfield Lane	QU17	End									82			
SS01	Silvertip Sprg Dr	514	End									314			130
SS02	Tamarack Way	SS01	End									255			
SS03	Gold Mountain Rd	SS02	End									120			
TV01	Anne St	207	TV07									67			

Road No.	Name	From	To	Actual		Present	Present	Potential			
				Class	Summ. ADT	stlmtd Winter ADT	Safe Capacity	Dwling Units	Commer- cial	Indust- rial	Recre- ation
TV02	Nelson St	207	End					269			
TV03	Thompson St	TV04	End					172			
TV04	Warren St	TV01	TV08					30			
TV05	Carrie St	TV03	211					9			
TV06	Portsmouth St	TV01	TV08					178			
TV07	Hughkins St	TV01	TV02					7			
TV08	Cemetery St	TV04	207					16			
TV09	Fisher Alley	211	TV03					6	1		
WE01	Fawn Lane	112	End				1000	46			
WE02	Chilmark Lane	112	End				1000	6			
WE10	Valley View Dr	112	End				1000	98			
WE11	Sierra Ct	WE10	End				1000	9			
	"C-Road"	SH070	115					338			13

FEES

FEE SCHEDULE

Res. 04-7006 effective June 12, 2004

Make check payable to PLUMAS COUNTY PLANNING DEPARTMENT
Fees are non-refundable

Note: All Planning Department fees include Engineering & Environmental Health Department fees where applicable

AGENDA REQUEST (per year)	\$25.00
AMENDMENT (Reconsideration of approved application)	1/2 of current fee + \$12.50
APPEAL	\$474.00
CAMPGROUND	\$269.00
CERTIFICATE OF COMPLIANCE (per resultant parcel)	\$827.00
CODE AMENDMENT	\$818.00
DEVELOPMENT AGREEMENT	\$2,615.00
DEVELOPMENT AGREEMENT AMENDMENT	\$1,243.00
DOCUMENT HANDLING FEE	\$25.00
EIR (Prepared by Consultant)	\$2,817.00 + 6.54% of EIR cost paid by developer
EIR (Prepared by Planning Dept.)	\$1,446 + \$79.00 per hour
EXTENSION OF TIME (to record a final map)	\$287.00
FLOOD PLAIN DETERMINATION	\$21.00
GENERAL PLAN AMENDMENT / ZONE CHANGE	\$1,882.00
HYDRO-ELECTRIC PROJECT	\$3,059.00
INCOMPLETE APPLICATION	\$83.00
LOT LINE ADJUSTMENT	\$311.00 + \$46.00 per lot
MINE INSPECTION	\$226.00 + \$21.00 per acre
MODIFICATION OF RECORDED MAP BY CERTIFICATE OF CORRECTION OR AMENDMENT OF RECORDED MAP	\$409.00 + \$41.00 per map
MODIFICATION PERMIT	\$773.00 + \$21.00 per lot
NEGATIVE DECLARATION	\$877.00
OWNER INITIATED MERGER	\$165.00
PERMIT TO MINE / RECLAMATION - FEDERAL	\$1,582.00 + \$165.00 per acre
PERMIT TO MINE / RECLAMATION - PRIVATE	\$1,997.00 + \$165.00 per acre
PLANNER'S HOURLY RATE	\$79.00
PLANNED DEVELOPMENT PERMIT (Without Tentative Map)	\$633.00 + \$121.00 per unit or parcel

PLANNED DEVELOPMENT PERMIT (With Tentative Map)	\$747.00
RECONSIDERATION OF APPROVED APPLICATION	1/2 of Current Fee + \$12.50
RECONSIDERATION OF TENTATIVE MAP	1/2 of Current Fee + \$12.50
REQUEST FOR NOTICE OF APPLICATION	\$258.00 per year
REVERSION TO ACREAGE	\$331.00
SIGN PERMIT	\$41.00
SITE DEVELOPMENT PERMIT	\$774.00
SPECIAL USE PERMIT (4-H or FFA)	\$0.00
SPECIAL USE PERMIT	\$820.00
SPECIAL USE PERMIT – AMENDMENT	\$433.00
TENTATIVE MAP	\$623.00 + \$287.00 per lot
VARIANCE	\$609.00
WILLIAMSON ACT CONTRACT / FARMLAND SECURITY ZONE	\$502.00
FARMLAND SECURITY ZONE FROM WILLIAMSON ACT CONTRACT	\$336.00
ZONE CHANGE	\$869.00

ENGINEERING DEPARTMENT

COPIES 18" X 26"	\$1.95
COPIES 24" X 36"	\$3.60
COPIES PER SQUARE FOOT	\$0.60
FIRESAFE DRIVEWAY REVIEW	\$50.00
HOURLY RATE	\$54.00 per hour
IMPROVEMENT PLANS AND INSPECTION FEES	1.5% of Engineer's estimate \$300.00 minimum (both P/M & Sub.)
PARCEL MAP (Includes Environmental Health Department fee of \$26)	\$426.00 + \$50.00 per parcel
AMENDED RECORD OF SURVEY, PARCEL MAP, AND SUBDIVISION MAP (By map or Certificate of Correction 66472.1 gov. code)	\$100.00 per amendment
RECORD OF SURVEY	\$175.00 + \$50.00 each additional page
RESUBMITTAL FEE	\$100.00
SUBDIVISION MAP (Includes Environmental Health Department fee of \$26.00)	\$526.00 + \$50.00 per lot



ENGINEERING DEPARTMENT

520 Main Street, Room 120 • Quincy, CA 95971- • (530) 283-6222 • Fax (530) 283-6135



Tom Hunter
Plumas County Engineer

FEE SCHEDULE

Effective February 7, 2004 Resolution No. 03 - 6962

Record of Survey	\$ 175.00 + \$ 50.00 per Additional Page
Parcel Map Includes Environmental Health Fee \$26.00	\$ 426.00 + \$ 50.00 per Parcel
Subdivision Map Includes Environmental Health Fee \$26.00	\$ 526.00 + \$ 50.00 per Parcel
Amended R/S, P/M, and Subdivision Maps By map or Certificate of Correction 66472.1 gc	\$ 100.00
Lot Line Adjustment	\$ 75.00 plus \$ 25.00 per Resultant Parcel
Improvement Plans and Inspection Fees	1.5% of Engineers Estimate \$ 300.00 minimum (Both P/M & Sub)
Resubmittal Fee	\$ 100.00
Hourly Rate	\$ 54.00 per hour
Firesafe Driveway Plan Checking Fee	\$ 50.00
Recording Fees:	
Maps	\$ 8.00 + \$ 2.00 Each Additional Page
Documents	\$ 7.00 + \$ 3.00 Each Additional Page
Copy Charges	18 X 26 = \$1.95 24 X 36 = \$3.60 Larger Copies \$.60 per Square feet

PLUMAS COUNTY BUILDING DIVISION MASTER FEE SCHEDULE

Apr-'04

Res. sq-ft Rate:	\$ 1.98
Hourly cost for Permit Ops:	\$33.47

Division Hourly Rate:	\$ 114.50
Hourly cost for Inspection Services:	\$50.84

NEW CONSTRUCTION PERMITS BASED ON AREA IN SQUARE FEET

Fee Code	Descriptor	Application	Area Rate Factor	Hourly Rate Factor	65% Plan Review Fee	Inspection Fee	Total Permit Fee	per	
1	Single Family Dwellings and Residential Additions	(R-3) non-manufactured dwellings, duplexes, lodging houses and congregate residences serving < 10	1		\$ 0.78	\$ 1.20	\$ 1.98	sq-ft direct	\$150.00 minimum
1.1	HCD Manufactured Bldg Install	Manufactured homes and other manufactured structures governed by Housing and Community Development	0.37		\$ 0.29	\$ 0.44	\$ 0.73	sq-ft direct	\$150.00 minimum
2	Res and Non-Res accessory areas with a roof covering	(R-3, U-1, or commercial) garages, carports, un-conditioned workshops, covered porches, un-conditioned storage rooms including storage attic rooms with permanent stairs, and un-conditioned basement areas not suitable for habitation	0.37		\$ 0.29	\$ 0.44	\$ 0.73	sq-ft direct	\$150.00 minimum
3	Res and Non-Res accessory areas without a roof covering	(R-3, U-1, or commercial) un-covered decks	0.19		\$ 0.15	\$ 0.23	\$ 0.38	sq-ft direct	\$150.00 minimum
4	Multi-family Dwellings, Apts., Hotels	(R-1) residential occupancies, motels, hotels, apartment bldgs and congregate residences serving 10 or more	1.68		\$ 1.31	\$ 2.02	\$ 3.33	sq-ft for 1st 1,000 sq-ft	
					\$ 1.02	\$ 1.56	\$ 2.58	sq-ft for additional from 1,001-2,000 sq-ft	
					\$ 0.79	\$ 1.22	\$ 2.01	sq-ft for additional from 2,001-3,000 sq-ft	
					\$ 0.61	\$ 0.95	\$ 1.56	sq-ft for additional from 3,001-4,000 sq-ft	
					\$ 0.48	\$ 0.73	\$ 1.21	sq-ft for additional from 4,001-5,000 sq-ft	
					\$ 0.37	\$ 0.57	\$ 0.94	sq-ft for additional from 5,001-6,000 sq-ft	
					\$ 0.29	\$ 0.44	\$ 0.73	sq-ft for additional from 6,001-7,000 sq-ft	
					\$ 0.22	\$ 0.35	\$ 0.57	sq-ft for additional from 7,001-8,000 sq-ft	
					\$ 0.17	\$ 0.27	\$ 0.44	sq-ft for additional from 8,001-9,000 sq-ft	
					\$ 0.13	\$ 0.21	\$ 0.34	sq-ft for each sq-ft over 9,000 sq-ft	
5	Commercial Occupancies	(B) office buildings, (M) stores, (S) commercial garages and service stations. All commercial occupancies not classified as F,H,A,I or commercial warehouse, hangar and mini-storage	1.95		\$ 1.52	\$ 2.34	\$ 3.86	sq-ft for 1st 1000 sq-ft	
					\$ 1.18	\$ 1.82	\$ 3.00	sq-ft for additional from 1,001-2,000 sq-ft	
					\$ 0.92	\$ 1.41	\$ 2.33	sq-ft for additional from 2,001-3,000 sq-ft	
					\$ 0.71	\$ 1.10	\$ 1.81	sq-ft for additional from 3,001-4,000 sq-ft	
					\$ 0.55	\$ 0.85	\$ 1.40	sq-ft for additional from 4,001-5,000 sq-ft	
					\$ 0.43	\$ 0.66	\$ 1.09	sq-ft for additional from 5,001-6,000 sq-ft	
					\$ 0.33	\$ 0.52	\$ 0.85	sq-ft for additional from 6,001-7,000 sq-ft	
					\$ 0.26	\$ 0.40	\$ 0.66	sq-ft for additional from 7,001-8,000 sq-ft	
					\$ 0.20	\$ 0.31	\$ 0.51	sq-ft for additional from 8,001-9,000 sq-ft	
					\$ 0.16	\$ 0.24	\$ 0.40	sq-ft for each sq-ft over 9,000 sq-ft	
6	Industrial & Fabrication Occupancies	(F) factories, (H) hazardous facilities and industrial occupancies	1.86		\$ 1.45	\$ 2.23	\$ 3.68	sq-ft for 1st 1000 sq-ft	
					\$ 1.13	\$ 1.73	\$ 2.86	sq-ft for additional from 1,001-2,000 sq-ft	
					\$ 0.87	\$ 1.35	\$ 2.22	sq-ft for additional from 2,001-3,000 sq-ft	
					\$ 0.68	\$ 1.05	\$ 1.73	sq-ft for additional from 3,001-4,000 sq-ft	
					\$ 0.53	\$ 0.81	\$ 1.34	sq-ft for additional from 4,001-5,000 sq-ft	
					\$ 0.41	\$ 0.63	\$ 1.04	sq-ft for additional from 5,001-6,000 sq-ft	
					\$ 0.32	\$ 0.49	\$ 0.81	sq-ft for additional from 6,001-7,000 sq-ft	
					\$ 0.25	\$ 0.38	\$ 0.63	sq-ft for additional from 7,001-8,000 sq-ft	
					\$ 0.19	\$ 0.30	\$ 0.49	sq-ft for additional from 8,001-9,000 sq-ft	
					\$ 0.15	\$ 0.23	\$ 0.38	sq-ft for each sq-ft over 9,000 sq-ft	

Notes: Fees

7	Assembly Occupancies	(A) theatres, churches, civic and government buildings	17	\$ 1.69	\$ 2.61	\$ 4.30	sq-ft for 1st 1000 sq-ft
				\$ 1.32	\$ 2.02	\$ 3.34	sq-ft for additional from 1,001-2,000 sq-ft
				\$ 1.02	\$ 1.57	\$ 2.59	sq-ft for additional from 2,001-3,000 sq-ft
				\$ 0.79	\$ 1.22	\$ 2.01	sq-ft for additional from 3,001-4,000 sq-ft
				\$ 0.61	\$ 0.95	\$ 1.56	sq-ft for additional from 4,001-5,000 sq-ft
				\$ 0.48	\$ 0.73	\$ 1.21	sq-ft for additional from 5,001-6,000 sq-ft
				\$ 0.37	\$ 0.57	\$ 0.94	sq-ft for additional from 6,001-7,000 sq-ft
				\$ 0.29	\$ 0.44	\$ 0.73	sq-ft for additional from 7,001-8,000 sq-ft
				\$ 0.22	\$ 0.35	\$ 0.57	sq-ft for additional from 8,001-9,000 sq-ft
				\$ 0.17	\$ 0.27	\$ 0.44	sq-ft for each sq-ft over 9,000 sq-ft
8	Institutional Buildings	(I) jails and facilities serving the non-ambulatory or constrained	2.04	\$ 1.59	\$ 2.45	\$ 4.04	sq-ft for 1st 1000 sq-ft
				\$ 1.24	\$ 1.90	\$ 3.14	sq-ft for additional from 1,001-2,000 sq-ft
				\$ 0.96	\$ 1.48	\$ 2.44	sq-ft for additional from 2,001-3,000 sq-ft
				\$ 0.74	\$ 1.15	\$ 1.89	sq-ft for additional from 3,001-4,000 sq-ft
				\$ 0.58	\$ 0.89	\$ 1.47	sq-ft for additional from 4,001-5,000 sq-ft
				\$ 0.45	\$ 0.69	\$ 1.14	sq-ft for additional from 5,001-6,000 sq-ft
				\$ 0.35	\$ 0.54	\$ 0.89	sq-ft for additional from 6,001-7,000 sq-ft
				\$ 0.27	\$ 0.42	\$ 0.69	sq-ft for additional from 7,001-8,000 sq-ft
				\$ 0.21	\$ 0.32	\$ 0.53	sq-ft for additional from 8,001-9,000 sq-ft
				\$ 0.17	\$ 0.25	\$ 0.42	sq-ft for each sq-ft over 9,000 sq-ft
9	Commercial Utility/Storage Buildings	(S) mini-storage, warehouses, aircraft hangars, parking structures	0.66	\$ 0.52	\$ 0.79	\$ 1.31	sq-ft for 1st 1000 sq-ft
				\$ 0.40	\$ 0.61	\$ 1.01	sq-ft for additional from 1,001-2,000 sq-ft
				\$ 0.31	\$ 0.48	\$ 0.79	sq-ft for additional from 2,001-3,000 sq-ft
				\$ 0.24	\$ 0.37	\$ 0.61	sq-ft for additional from 3,001-4,000 sq-ft
				\$ 0.19	\$ 0.29	\$ 0.48	sq-ft for additional from 4,001-5,000 sq-ft
				\$ 0.15	\$ 0.22	\$ 0.37	sq-ft for additional from 5,001-6,000 sq-ft
				\$ 0.11	\$ 0.18	\$ 0.29	sq-ft for additional from 6,001-7,000 sq-ft
				\$ 0.09	\$ 0.13	\$ 0.22	sq-ft for additional from 7,001-8,000 sq-ft
				\$ 0.07	\$ 0.10	\$ 0.17	sq-ft for additional from 8,001-9,000 sq-ft
				\$ 0.05	\$ 0.08	\$ 0.13	sq-ft for each sq-ft over 9,000 sq-ft

n - FO	Foundation Only	Foundation for future or existing structures based upon total sq-ft of proposed or existing structures and appropriate fee codes	1 hour @ Division Hourly Rate	20% of fee code	1hr DHR + 20% of fee code Inspection
n - EF	Building on Existing Foundation	Total sq-ft of proposed structures and appropriate fee codes when the foundation already exists	100% of fee code	80% of fee code	100% fee code Plancheck + 80% fee code Inspection
n - SO	Shell Only	Structural shell only for future tenant improvement based upon total sq-ft of future use and appropriate fee code	50% of fee code	50% of fee code	50% of fee code
n - SEF	Shell Only on Existing Foundation	Structural shell only on an existing foundation for future tenant improvement based upon total sq-ft of future use and appropriate fee code	50% of fee code	30% of fee code	50% fee code Plancheck + 30% fee code Inspection
n - TI	Tenant Improvement	Completion of shell only to make structure suitable for occupancy	50% of fee code	50% of fee code	50% of fee code
n - COU	Change of Use-involving major improvements	Change of use-involving major improvements-to change an existing structure from it's last known approved character or use to a new proposed character or use	30% of fee code	30% of fee code	30% of fee code
n - SR	Structural Remodel-involving major improvements	Structural alterations-involving major improvements-to an existing structure and space <i>without</i> increasing gross area or changing use	30% of fee code	30% of fee code	30% of fee code
n - NSR	Non-structural Remodel-involving major improvements	Non-structural alterations-involving major improvements-to an existing space <i>without</i> increasing gross area or changing use	20% of fee code	20% of fee code	20% of fee code
n - DIS	Plan Review Discount for Multiple or Repeat Submittals	Plan Review Discount for multiple or repeat submittals of the same or mirror image plan <i>prior</i> to Code revision	20% of fee code	100% of fee code	20% fee code Plancheck + 100% fee code Inspection
n - DEF	Plan Review Discount for Multiple or Repeat Submittals on existing foundations	Plan Review Discount for multiple or repeat submittals of the same or mirror image plan <i>prior</i> to Code revision on existing foundations	20% of fee code	80% of fee code	20% fee code Plancheck + 80% fee code Inspection

Notes: Etc

21	Residential Electric	New, modify or upgrade res. electrical work	0.5	2.0	\$	118.42	each
21.1	Commercial Electric	New, modify or upgrade non-res. electrical work	2.5	2.0	\$	185.36	each
22	Residential Plumbing	New, modify or upgrade res. plumbing work	0.5	2.0	\$	118.42	each
22.1	Commercial Plumbing	New, modify or upgrade non-res. plumbing work	2.5	2.0	\$	185.36	each
22.2	Water Heater Replacement	Water Heater Replacement (without additional plumbing)	0.0	0.0	\$	-	each
23	Residential Mechanical	New, modify or upgrade res. mechanical work	0.5	2.0	\$	118.42	each
23.1	Commercial Mechanical	New, modify or upgrade non-res. mechanical work	2.5	2.0	\$	185.36	each
24	Conventional LPG Tank Set	New, modify or upgrade above ground LPG tank set	0.5	1.0	\$	67.58	each
24.1	Underground LPG/OIL Tank Set	New, modify or upgrade underground LPG/OIL tank set	0.5	2.0	\$	118.42	each
24.2	LPG Tank and/or ext. piping and Appliance Combo set	New, modify or upgrade LPG tank and/or ext. piping, & appliance	0.5	2.0	\$	118.42	each
24.3	Fueling Facilities	New, modify or upgrade fuel storage/distribution facilities	2.5	2.0	\$	185.36	each
24.4	Conventional OIL Tank Set	New, modify or upgrade above ground Oil tank set	0.5	1.0	\$	67.58	each
24.5	Oil Tank and Appliance Combo Set	New, modify or upgrade Oil Tank and Appliance	0.5	1.0	\$	67.58	each
25	Grading	Engineered or Regular grading permit	0.9	0.5	\$	56.98	each
25.1	Driveway	Firesafe driveway	0.5	1.0	\$	67.58	each
26	Re-roof	Re-roof existing building	0.5	2.0	\$	118.42	each
26.1	Re-siding	Re-side existing building	0.5	2.0	\$	118.42	each
27	Structural Repair	Structural repair and damage repair	4.5	2.0	\$	252.30	each
28	Solid fuel Stove or Manufactured Fireplace	Heating stove/mfr. fireplace install/replace (solid fuels only)	0.5	1.0	\$	67.58	each
28.1	Fireplace	Masonry fireplace & masonry flues	0.5	3.0	\$	169.26	each
28.2	New or Replace Free-standing Oil Appliance	New or Replace Un-ducted Oil Appliance	0.5	1.0	\$	67.58	each
28.3	New or Replace Free-standing LPG Appliance w/o ext. test	New or Replace Un-ducted LPG Appliance w/o exterior gas line test	0.5	1.0	\$	67.58	each
31	Demolition	Demolition of existing building	0.5	1.0	\$	67.58	each
32	Private Swimming Pool	New, modify or upgrade private swimming pool	3.5	3.0	\$	269.67	each
32.1	Public Swimming Pool	New, modify or upgrade public swimming pool	4.5	4.0	\$	353.98	each
33	Sign	Signs	0.5	1.0	\$	67.58	each
41	Miscellaneous	Misc based upon estimated cost to implement	estimate	estimate	estimate	each	
41.1	Minor Improvements to existing building	Minor improvements to existing building involving not more than 2 inspections	estimate	estimate	estimate	each	
41.2	Each Additional Inspection	Additional Inspections beyond the pre-paid number at time of issue (payable before C/O is issued)	0	1	\$	114.50	each

n - REP	Reinstate Expired Permit	Reinstatement fee based on percentage of inspections remaining per County Ordinance Resolution No. 99-6297				calculate	each
n - REF	Refund Permit Fees	Up to 80% of plan review or inspection fees may be refunded subject to '98 California Building Code Sec. 107.6				calculate	each

Notes Fee

DRAFT

Sec. 8-1.06 Amendments: Section 303(d).

Subsection (d) of Section 303 of said Building Code is hereby amended to read as follows:

Sec. 303. Permits: Issuance. (d) Expiration. Every building permit issued by the building official under the provisions of this code shall expire by limitation and become null and void three-years (3) after the date of permit issuance. Before such work can be recommenced, the permit shall be first reinstated. A reinstated permit shall expire by limitation and become null and void three-years (3) after the date of reinstatement.

To reinstate an expired permit, the permit will be plan-checked for compliance with current code requirements. A plan-check and processing fee will be charged at the current hourly rates, new reinstatement inspection fees shall also be charged as shown in the current Plumas County Master Fee Schedule.

An expired permit which has previously received full inspection approvals for all required inspections except the final inspection, may be reinstated without being plan-checked for current code requirements by paying the final-only reinstatement fee as shown in the current Plumas County Master Fee Schedule. A final-only reinstated permit shall expire by limitation and become null and void one-year (1) after the date of reinstatement.

PLUMAS COUNTY GENERAL PLAN

APPENDIX V

SPECIAL MANAGEMENT AREAS

GENESEE VALLEY SPECIAL MANAGEMENT AREA

Establish the Genesee Valley Special Management Area to identify areas of special concern to the residents of Genesee Valley and to develop more specific goals, diagram directives, and land use managements for such areas which better reflect the values of the Genesee Valley Community.

CONSTRAINTS

NATURAL RESOURCES

Provide special management and development opportunities while preserving for continued utilization the natural resources of Genesee Valley on a valley-wide basis.

SENSITIVE WATER AREA (LAKES, RIVERS AND STREAMS)

Diagram Directive

Identify all "sensitive water areas" which shall include recreation water areas, important fish and wildlife habitat, springs, domestic wells, seasonal drainages, riparian areas, wetlands, and ground water recharge areas, and all surface waters and watersheds which are sources of water supplies. Identify streams, streamside areas, and other wetlands in deteriorating condition and set priorities for restoration. Identify faults and other geologic features through which ground water might be contaminated or groundwater and surface water recharge potential could be diminished.

Land Use Management

Require soil stability, dynamic stream stability and erosion control evaluation and runoff, infiltration and drainage evaluation, and wetland identification for all developments with the potential for five or more parcels so as to ensure maintenance of water quality and fish and wildlife habitat. Limit disturbance in sensitive water areas according to ground slope and stability, stream class channel stability, fishery, and wildlife. Maintain water quality by precluding degradation. Require on site rehabilitation of deteriorating watersheds to reduce sedimentation and channel erosion. Require improvement of riparian vegetation which is in unsatisfactory condition. Encourage programs which limit disturbance in sensitive water areas, which inventory sensitive water areas and which improve riparian vegetation which is in unsatisfactory condition.

Limit the density and intensity of development in areas of faults and other geologic features through which groundwater might be contaminated or groundwater and surface water recharge potential could be diminished.

Ensure that mining operations shall respect and protect the integrity of the sensitive water area.

SENSITIVE WATER AREAS - CRITICAL WATER SUPPLIES

Diagram Directive

Identify known "critical water supplies." The designation of critical water shall be based on an existing or potential overdraft or contamination of groundwaters OR significant impairment of

existing beneficial use of ground water fed surface waters. Critical water supplies include subsurface and surface waters.

Land Use Management

Encourage the formation of a Ground Water Management District:

- (a) To determine the long term sustainable ground water rates and recharge patterns of the hydrologic basins.
- (b) To determine the effect of activities on water quality and quantity for existing and projected beneficial uses of critical ground and surface water supplies.
- (c) To determine what long-term monitoring and mitigation plans and measures are needed as conditions.
- (d) To determine if the cumulative effects of development in the area will overdraft the groundwater or foreclose other beneficial development opportunities which are in the public interest, based on compatibility with the General Plan. The required studies shall be prepared by or under the supervision of a California registered geologist or by a qualified engineer or hydrologist.

SOILS

Diagram Directives

Identify unstable slopes and "sensitive" soils areas. Sensitive soils areas shall be designated on the bases of erosion potential, saturation potentiality, high groundwater levels, and lack of suitability for septic tank usage where community sewers are not available.

Land Use Management

Limit the intensity and density of development on unstable slopes and sensitive soil areas to the levels needed to eliminate hazards to public health and safety. Permit density transfer as a means of limiting the intensity of development on unstable slopes and sensitive soil areas. In areas of oversteepened slopes of more than 60%, areas of low effective ground cover density, areas with soils with the potential to be unstable when saturated and areas of very high erosion potential or having high risk of landslide, expose no more than 5% of the areas to bare mineral soil per decade. Modify these disturbance limits upon specialist recommendation, as determined by the Planning Department, on a case by case basis with funds provided to the County by the project proponent. Recommendations shall address the maximum area of soil exposure allowable, and needed measures to eliminate hazards to public health and safety while maintaining effective organic ground cover for resource protection and minimizing erosion. Recommendations shall include measures and procedures for restoration of any deteriorated areas and mitigative standards for roads, skidtrails, landings, and other facilities for developments. Analyze on an affected area basis, not only on project areas and mitigate on site. Cooperate with other agencies and private land owners in long-range watershed planning. Use an interdisciplinary approach.

WILDLIFE

Diagram Directive

Identify significant wetlands. Identify roadless areas. Identify old growth mixed conifer forests. Identify significant riparian woodland and meadowland communities. Identify prime habitat for rare and endangered plant and animal species.

Land Use Management - Important Wildlife Habitat Areas

Cooperate with state and federal land and wildlife management agencies, and with private interests, in preserving prime habitat for rare and endangered plant and animal species. Encourage enhancement of prime habitat for rare and endangered plant and animal species through state, federal, and private land and wildlife management programs. Permit density transfer from prime habitat for rare and endangered plant and animal species.

Maintain the Blacktail deer winter range and critical winter habitat.

Preserve remaining old growth stands for protection of old growth dependent species.

Prohibit development and mining of roadless areas.

Prohibit development in old growth mixed conifer forests and significant riparian woodland and meadowland communities. Permit density transfer from old growth mixed conifer forests and significant riparian woodland and meadowland communities.

Commercial uses which would otherwise be permitted uses shall be permitted subject to Special Use Permit.

Require analysis of the effect of the use on wildlife habitat and incorporation of all necessary mitigations into project design.

Land Use Management - Important Wildlife Migration Routes

Commercial uses which would otherwise be permitted uses shall be permitted subject to a special use permit. Require analysis of the effect of the use on important wildlife migration route and require mitigation of all significant adverse effects.

Land Use Management - Significant Wetlands

Maintain or enhance wet meadow/willow habitat for Threatened and Endangered Species and improve waterfowl habitat. Require on-site analysis of wet meadow and willow habitat and incorporation of maintenance and enhancement measures into project design to improve capability for Threatened and Endangered Species habitat and to improve waterfowl habitat.

Prohibit mining activities in significant wetlands.

RESOURCE PRODUCTION

AGRICULTURAL PRODUCTION AREAS

Land Use Management

Prohibit density transfers in Agricultural Buffer areas.

To preserve agricultural lands for the long-term economic and environmental well being of the community and for the scenic enjoyment of visitors and tourists, encourage the voluntary formation of land trusts and the use of conservation easements. Uses protected by land trusts and conservation easements shall include those set forth in Sections 51075 (a) and 65560 of the Government Code, which are:

- (1) Preservation of natural resources, including plant and animal life, fish and wildlife habitat, ecological study areas, river and bays, coastline and watersheds;
- (2) Managed production of resources, including forest, range, agricultural resources, commercial fisheries, and ground water recharge areas;
- (3) Outdoor recreation, including the pursuit of outstanding scenic, historic or cultural values, the use of parks, river and shoreline access, and scenic highway corridors;
- (4) Public health and safety, including special management to regulate hazardous conditions posed by flood plains, earthquake faults, and unstable soil and to protect and enhance air and water quality.

MINING

Mining in the Genesee Valley Special Management Area is part of the historic character of Genesee Valley. Historic operations have existed in the Ward Creek area, the Little Grizzly Creek area, and the Hinchman Ravine area to name a few. Today, the remnants of abandoned operations exemplify the colorful, boom-bust history of local mining. Historic mining sites also attest to the duration of the destructive legacy of past mining such as the copper pollution from Walker Mine and tailings. Environmental degradation caused by mining debris, tailing piles, acid mine drainage, abandoned roads, landings, structures, and equipment is still evident in Genesee Valley.

Diagram Directive

Encourage preservation of examples of historic mining where they are not causing adverse environmental impacts.

PROPOSED NEW MINING SITES SUBJECT TO SMARA

New surface mining operations shall be permitted when their environmental effects are mitigated to a level of insignificance. Mining operations and practices shall not significantly alter the topography of Genesee Valley. Mining operations shall mitigate effects on visual quality, water

quality and quantity, wildlife, air, noise, traffic, aesthetic values, and other natural resource uses like timber, agricultural, and recreation during mining activities and after mining activities cease. The proposed mining operation shall be described in an overall project operation and reclamation plan and annual plans of operation and reclamation. The annual overall project and operation and reclamation plans must include the present and future costs of (1) the operation by activity, (2) the identification and mitigation of environmental impacts, (3) monitoring by activity, (4) ongoing and post project reclamation by activity, and (5) interim idle periods.

Gravel extraction operations shall comply with the Surface Mining and Reclamation Act and shall be coordinated with local Coordinated Resource Management stream channel restoration efforts.

HYDRAULIC FORCES OF WATER

Land Use Management

Permit hydroelectric generation facilities through a Special Use Permit. The Special Use Permit shall impose conditions of approval necessary to mitigate adverse environmental and social impacts.

Establishment of hydroelectric generation facilities must respect and protect the integrity of the opportunity and constraint areas where it is established. Scenic standards shall be considered paramount.

Allow the establishment of hydroelectric facilities where such will not adversely alter off-site historical flood patterns.

SAFETY

GEOLOGIC HAZARDS

Land Use Management

Limit the density and intensity of development in areas of unstable geologic conditions to the levels needed to eliminate hazards to public health and safety, including ground water contamination or diminishing of ground and surface water recharge potential, which may result from proximity to faults or other features of bedrock morphology.

FIRE HAZARD REDUCTION

Goal

Develop and promote the restoration of a healthy forest, which is fire, drought, insect, and disease resistant, recognizing the vital function that fire played in maintaining forest health and productivity.

Reduce overstocked stands of second growth conifers with heavy ground fuel loads and dense green and dead ladder fuels. Cooperatively develop and promote implementation of area-wide forest management strategies which will effectively utilize forest products while improving wildland

forest stands by replicating the functions of natural fire including reduction of competition, ladder, and ground fuels, and culling weakened trees.

Diagram Directive

Identify the Genesee Valley Special Management Area as a Fire Hazard Reduction Area.

Land Use Management

Map and evaluate all private woodlands within the Special Management Area boundaries by a standing committee of public and private forestry professionals and area landowners. The objective of the committee shall be development, promotion, and assistance in implementation of cooperative, multiple ownership timber stand improvement and fuel reduction strategies. A significant portion of Genesee Valley and surrounding forests have become "potential high fire hazard areas". In developing site specific fire hazard reduction plans, timber and fire will be addressed as one component, given their natural interaction.

Cooperatively develop and implement forest management strategies to reduce ground and ladder fuels, to improve stand health and vigor, to reduce hazard from wildland fire to a low hazard and to maintain a sustained yield of primary and secondary forest products, and to maintain or enhance scenic quality and fish and wildlife habitat.

FLOOD HAZARDS

Diagram Directive

Identify "primary flood hazard areas" to include all areas in design floodways (channels), and man-made and natural stream courses including the live stream channel and historic meander belt, riparian areas, and wetlands adjoining the live stream channel in those areas within the 100 year flood plain.

Identify the areas in Genesee Valley within a 100 year flood plain as the "Indian Creek, Genesee Valley Special Flood and Erosion Hazard Management Area".

Land Use Management

Permit no building construction in the primary flood hazard area. On stable stream reaches with natural or man-made bed and bank controls up and downstream, permit alteration, channelization, diversion, or land filling of flood hazard areas for the protection of existing developments. In unstable primary flood hazard areas, encourage the formation of special flood and erosion hazard management areas for the purpose of stabilizing stream channel and flood patterns. Permit no river channel straightening, structural bank stabilization, riprapping, or other modification of waterways, including gravel extraction or surface mining, without analysis of compatibility with objectives and strategies for the Management Area as such strategies are developed. The analysis shall identify measures needed to ensure compatibility. Those measures shall be implemented in project approval.

Gravel extraction operations subject to the Surface Mining and Reclamation Act of 1975, and surface mining operations, prospecting, and exploration to which that act does not apply, shall not be considered alteration, channelization, diversion, or land filling if they do not adversely alter offsite historical flood patterns or adversely impact streamside riparian areas.

All such projects shall be subject to the Genesee Valley Flood Hazard Management Area maintenance and monitoring plans when implemented.

For primary flood hazard areas exhibiting impaired natural floodplain values or functions, including unstable stream channels, ditches, encourage formation of flood and erosion hazard management areas for the purpose of stabilizing stream channels and restoring floodplain values and functions.

AIRPORTS

Land Use Management

Airports shall not be permitted in the Genesee Valley Special Management Area.

SCENIC

INDIAN CREEK SCENIC AREA

The Indian Creek Scenic Area is conterminous with the 100 year Flood Hazard Area.

Indian Creek Features that qualify the Indian Creek area for scenic designation:

Important Scenic Qualities Which Attract Tourists

1. Reduced highway speed, highway elevation, absence of vegetation adjacent to the highway, and the orientation of Indian Creek combine to offer a dramatic view of Indian Creek with the forested mountains and grassy fields of Genesee Valley as backdrops and vantage points.
2. Large oak, cottonwood, and conifer stands provide a partial canopy of shade over the waters of Indian Creek. The creek's edges are covered by grasses, wildflowers, trees, snags, and fallen logs.
3. During the fall, leaf foliage changes color. During the spring, songbirds and wildflowers grace the meadows and streambanks of creeks. During the winter, brilliant red and yellow willow branches overhang the boulders and waters of Indian Creek.
4. The absence of off-premise advertising signs and commercial activities and noises, and the roadless mountains and pastures, contribute to the feeling of open space and natural beauty, attractive to the motorist.

Standards for Land Development

1. Locate transmission and utility lines where they will be concealed by dense and permanent vegetation or topographical features where possible. Avoid crossing meadows where possible. All new services of 200 feet or less shall be underground.
2. Prohibit structures within the Indian Creek Scenic Area.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land Use Protection Measures

1. Maintain timber and agricultural resource production uses and gravel extraction within the designated area consistent with scenic protection.
2. Locate roads, landings, and clearings where they are concealed by topography, wherever possible.
3. Prohibit off premise advertising signs.

GENESEE VALLEY SCENIC AREA

Features that qualify Genesee Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
 - A. The meadow of Genesee Valley provides nearly level pastureland, fenced by poles and barbed wire for containing large numbers of livestock.
 - B. The numerous existing old structures designed and built for agricultural uses and still in use by agriculture contribute to the rural character of Genesee Valley, specifically, barns and corrals.
 - C. Areas near residences are used for large gardens and the keeping of small farm animals, such as chickens and sheep, horses and cattle.
 - D. Four distinct climatic regimes result in varied forest communities and frequent sightings of wildlife including: deer, eagle, hawk, falcon, owls, geese, ducks, cougar, bear, coyotes, bobcat, fox, grosbeaks, tanagers, bluebirds, and nighthawks.
 - E. From all vistas and vantage points in the Genesee Valley Viewshed, the massive boles, and crowns of old growth trees, snags, and stands are visible on the dark flanks of the mountains, at the edges of the meadows and streams and against the clean sky.

2. Representative samples of historical life styles important to Genesee Valley:

- A. Old Victorian ranch residences of wood or brick construction dot the Valley rim and reflect the self sufficiency of early Genesee Valley families.
- B. Barns and out-buildings represent past agricultural needs and practices and are constructed with local materials of fieldstone and roughsawn pine siding.
- C. Animal-drawn agricultural implements such as hay rakes are often visible from the traveled way and agricultural practices such as haying, cattle drives, and sheep herding are visible from the road.

3. Important scenic qualities which attract tourists:

- A. The pastoral setting of old residences, barns, and grazing livestock and wildlife, contrasted by the rugged snowcapped and granite faced slopes of the Grizzly Ridge, provides a lasting visual impression to the passerby.
- B. The absence of off-premise advertising signs and commercial uses and noises contribute to the rural historical feeling of Genesee Valley and provide a relaxing change of character for people who live in more densely populated areas.
- C. The pastures and forests of Genesee Valley are surrounded by mountain slopes with up to 4,000 feet of vertical relief. These slopes are almost unmarred by evidence of roads, fires, logging, or human activity. The slopes evidence striking geologic and biologic diversity. Geologic diversity includes avalanche chutes, talus slopes, limestone domes, and rock formations such as Cougar Head, Grey Face, Tower Rock, and Devil's Bathtub. Biological diversity includes oak woodlands, mixed conifer forests, pasturelands, and riparian woodlands. The deep, steep sided canyons of Indian Creek, Last Chance Creek, Red Clover Creek, Grizzly Creek, and Montgomery Creek add scenic grandeur to the winding valley floor.

Standards for land development:

- 1. Locate transmission and utility lines where they will be concealed by dense and permanent vegetation or topographical features where possible. Avoid crossing meadows where possible. All new services of 200 feet or less shall be underground.
- 2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places and protect the historic character of the town of Genesee.
- 3. On-premise signs shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses, nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agriculture, resource production, and rural residential areas.
2. Utilize density transfer to maintain existing open space of Genesee Valley pastureland and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.
4. Protect scenic values by supporting requests for withdrawal of National Forest lands from mineral entry.
5. Maintain the natural free flowing condition of Indian, Red Clover, Little Grizzly, Hossekus, Hinchman, Ward, and Montgomery Creeks, except for the use of adjudicated water rights and streambed restoration projects under public auspices.
6. Maintain the roadless character of Grizzly Ridge, Indian Creek, Last Chance, and Red Clover canyons.

SCENIC ROADS

GENESEE VALLEY SPECIAL MANAGEMENT AREA SCENIC ROADS

Protection Measures and Development Standards, County Roads 111 & 112

Establish a 100 foot scenic corridor, measured from the edge of the road easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any onsite building roof line. No pennants, flashing lights, or internally lit exterior signs shall be permitted.
3. Locate transmission and utility lines where they will be concealed by dense and permanent vegetation or topographical features where possible. Avoid crossing meadows where possible. All new services of 200 feet or less shall be underground.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety, and welfare.
6. Maintain natural vegetation within scenic corridor areas and prohibit excessive scarification, thinning, and limbing of roadside trees.

7. Protect roadside trees and prevent scarification and excessive thinning and logging practices within the right-of-way. A 3 - 5 member Citizens Review Committee, with terms to match that of the Supervisor who appointed the members, shall be consulted by the Department of Public Works before any trees are thinned, removed, or trimmed beyond three feet from the edge of the traveled way. The Citizens Review Committee and the Department of Public Works shall prepare a roadside trimming plan which shall be incorporated in these scenic road development standards.

GENESEE VALLEY SPECIAL MANAGEMENT AREA

Land Use Management

Provide a natural appearing landscape where management activities are not visually evident. Provide visual diversity with a range of species age and size classes of trees, including large, mature trees. Limit roadside openings, place openings behind screens, above or below observer eye level, and limit design and locate road openings, structures, and facilities as unobtrusive as possible.

NOISE

Determine in the Genesee Valley Special Management Area the ambient noise levels for the land use areas in Genesee Valley for the purpose of establishing acceptable noise levels for specific land use areas.

INDUSTRIAL

Land Use Management

Industrial uses are incompatible with the Genesee Valley Special Management Area.

HISTORICAL

Goal

Preserve and document Genesee Valley's prehistoric, ethnographic, and historic resources for their scientific, educational, and cultural value.

Diagram Directive

Identify prehistoric, ethnographic, and historical sites, structures, and objects of scientific, educational, or cultural value.

Land Use Management

1. The demolition of any designated historical building shall be permitted upon approval by the County after consideration of the value to the public interest.

2. Establish a Genesee Valley Historic Committee. This committee will include interested local citizens and a minimum of one archaeologist. The Historic Committee will work with the County, State, and other agencies or groups, when appropriate, to help document ethnographic, cultural, natural history, historical features, and historic sensitivity in the Genesee Valley Special Management Area and relevant adjacent areas, including Native American and Early Settler sites and Points of Historic Interest. Other functions of the Historic Committee may be to:

Set criteria for establishing historical buildings, consistent with State Office of Historic Preservation (SHPO) guidelines and format;

Develop a list of candidate buildings for historic nomination which meet the established criteria. These buildings will be formally recorded and the information filed with the Archaeological Information Center in Chico;

Periodically provide and recommend to the County a list of historic buildings to be added to the County General Plan;

Compile local historic information on all types of historic resources from any available sources; compile an informal list of potential historic buildings, structures, and sites in the area;

Improve access to information about local historic resources as appropriate.

3. Require an archaeological inventory, both prehistoric and historic, according to CEQA guidelines.
4. The Planning Department shall inform the Historic Committee of applications or requests which may affect cultural resources of the Area. The Historic Committee will respond to and review CEQA-based archaeological recommendations on projects which adversely affect historic resources when appropriate and practical. The Committee will submit any written comments or recommendations for those resources to the Planning Department in the time frame established by the Department.
5. The Historic Committee will study and evaluate, as practical, the establishment of a Rural Historic Landscape in all or portions of Genesee Valley. A Rural Historic Landscape is a geographic area that historically has been used by people, or shaped or modified by human activity, occupation, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features.

Historical Buildings

Historical Buildings are structures such as a house, barn, church, hotel, etc., created principally to shelter any form of human activity. It may also refer to a historically and functionally related unit such as a courthouse and jail, or a house and barn. Historic Buildings shall meet the following criteria for their evaluation and recordation. Evaluation shall be consistent with guidelines and format established by SHPO:

They shall be at least 50 years old;

They shall be historically "significant" within a relevant historic context, such as the theme of the area, geographic boundaries, and chronological period;

They shall have reasonably accurate historical information, either written or oral, such as dates of construction, builder, periods of use, alterations, and historic attributes;

They shall possess integrity of location, unique and/or unusual designs, setting, materials, workmanship, feeling, and association, such as with significant historical events or individuals;

They may have/are likely to yield information important in prehistory or history;

They may embody the distinctive characteristics of a type, period, method of construction, or that represent work of a master, or possess high artistic values;

Qualified buildings ultimately shall be recorded with the appropriate state and federal agencies.

Candidate Historic Buildings:

1. Hand hewn Log Cabin and Stone House (built 1870-1880).
2. Mormon Pole Barn, built in 1852, at Mormon Station.
3. Borden Log Cabin, built by Fred Borden after the Yukon Gold Rush.

RECREATION

RECREATION

Land Use Management

In the Genesee Valley Special Management Area off-road recreational use shall be limited to non-motor vehicle, except wheelchairs, uses such as hiking, fishing, camping, bicycling, horseback riding, or packing with animals. Recreational use shall be integrated with the Area Historic Roads and Trails, as well as new trails.

Historic Roads & Trails of educational and cultural value

Trails:

1. Taylorsville - Mt. Jura Trail
2. Montgomery Creek Trail
3. Hinchman Trail
4. Hosselkus Trail
5. Mt. Ingalls Trail

6. Nye Creek Trail

7. Ward Creek Trail

TRAILS

Goal

1. To improve and enjoy the recreational potential of the Plumas National Forest and Genesee Valley, and to encourage the development of nonintensive, dispersed recreational uses.
2. To facilitate non-motorize trail access to achieve that end.

Diagram Directive

Identify points of recreational interest, including vista points, old growth groves, historic points, springs, and streams, which are potentially accessible through development of a non-motorized trail system.

1. Identify existing trails which need some development or maintenance.
2. Identify planned new trails and planned trail alignments for future development. Develop alternative trail alignments and access points to avoid conflicts with access across private property.

Land Use Management

1. Encourage developments to provide adequate public easements for identified trails, planned trails, and planned trail alignments. When feasible, incorporate trails in road rights-of-way when consistent with the identified trails, planned trails, and planned trail alignments.
2. Manage lands adjacent to trails to meet noise standards. All trails shall be for non-motorized use only, except wheelchairs.
3. Border trails with a buffer through a 25 foot right-of-way. Within this buffer, logging shall be limited to thinning and selective cutting. Protect trail easements, where granted, by encouraging developments to provide alternate access routes, limited access, or to otherwise ensure continued safe use of trails.
4. Coordinate with Plumas National Forest recreation personnel to encourage private individuals or groups to identify new trails or maintain existing trails.
5. Encourage a development and maintenance program, including the search for state, federal, and private funds.

6. Trail and bikeway improvements shall be physically separated from road improvements, preferably by vegetative, topographic, or other substantial barriers. Work with local Road Department and Recreation District personnel to develop trails and bikeways.

PUBLIC BUILDINGS

Identify Assessor's Parcel Number 008-160-11 as a possible future fire station site.

PLUMAS COUNTY GENERAL PLAN

APPENDIX VI

DESIGN REVIEW AREAS

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 354

LECTURE 10

STATISTICAL MECHANICS

QUINCY



*Historic Main Street
Downtown Quincy, CA*

DESIGN REVIEW



GUIDELINES

QUINCY

DESIGN
REVIEW

GUIDELINES

QUINCY DESIGN REVIEW COMMITTEE

Carol Bordeaux - Chairperson

Susie Bennett - Business

Nancy Reynolds - Business

Valerie Nellor - Chamber of Commerce

Sara Farrar - Business

Pete Hentchel - Resident

Linda Brennan- Historic Architecture

Terry Reeson - Property Owner

Denny Swanson - Real Estate

Mike Beatty - At Large

Quincy Design Review Committee Support Staff

James Graham - Plumas County Planning Department

Special thanks goes out to all committee members for their hard work and devotion in developing the Quincy Design Guidelines. Their efforts will help to preserve Quincy's historic character and keep it the special place we all know it to be.

Adopted pursuant to Section 9-2.3703 by Resolution 92-5353

1. The first part of the paper is devoted to the

study of the properties of the

operator T defined by

$Tf(x) = \int_0^x f(t) dt$

for $f \in L^1(\mathbb{R})$. It is shown that

T is a bounded operator from

$L^1(\mathbb{R})$ into $L^1(\mathbb{R})$ with norm

equal to 1. In the second part

of the paper we consider the

operator T defined by

$Tf(x) = \int_0^x f(t) dt$

for $f \in L^1(\mathbb{R})$. It is shown that

T is a bounded operator from

$L^1(\mathbb{R})$ into $L^1(\mathbb{R})$ with norm

equal to 1. In the third part

of the paper we consider the

operator T defined by

$Tf(x) = \int_0^x f(t) dt$

for $f \in L^1(\mathbb{R})$. It is shown that

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of the paper we consider the

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for $f \in L^1(\mathbb{R})$. It is shown that

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QUINCY DESIGN REVIEW AREA

QUESTIONS & ANSWERS

1. Q: What is the Quincy Design Review Committee?

It's a committee appointed by the Board of Supervisors which consists of members with expertise in historical architecture and architectural design, business owners, property owners and residents. This Committee reviews projects for consistency with the Design Guidelines.

2. Q: What is the Quincy Design Review Area?

This area (Shown on the following map) is subject to the requirements described in the Design Review Guidelines. This area includes the old Historic Area and properties along Main and Lawrence Streets. This area reflects Quincy's character the most and is the area which would benefit most from community enhancement.

3. Q: What are the Design Review Guidelines?

The Design Review Guidelines are a set of voluntary and mandatory guidelines relating to new construction, exterior modifications, and streetscape/landscape design.

4. Q: What requires approval by the Design Review Committee?

All new construction, exterior modifications, commercial landscapes, and signage, which is within the Design Review Area and visible from the street. In addition, murals, streetscape improvements and removal of trees over 6 inches in diameter, within the Design Review Area. Review of projects is limited to the guidelines that apply specifically to the proposed project.

5. Q: Must my project conform with all the requirements in the Design Review Guidelines?

No! The requirements which are presented as goals are not mandatory. Those requirements presented as guidelines are mandatory; however, even these mandatory requirements may be waived if unusual circumstances exist or if the project will provide a greater public benefit. Project applicants are welcome to attend these meetings.

6. Q: What is the procedure for obtaining Design Review Approval?

The first step is to submit your plans to the Design Review Committee for approval. Bring your plans to the Planning Department and they will contact the Design Review Committee. The Committee meets regularly every other Tuesday. However, the Committee will review projects sooner if a quorum can be gathered. Every effort will be made to review projects as soon as possible.

Once the Committee approves your project, you may begin work if no building permits are required. If your project requires a building permit you must submit your plans to the Building Department for their review and approval as you would normally.

If your project is not consistent with the Guidelines and the committee disapproves of your project, you will be informed as to what aspect of your project is not consistent with the Guidelines. You will be asked to correct any inconsistencies and resubmit your plans to the Committee. If the inconsistencies are minor, and your project requires a building permit, the corrections may be made as conditions on your building permit.

All decisions made by the Design Review Committee may be appealed to the Board of Supervisors.

INTRODUCTION

The Need for Improved Design Guidelines

In many areas of Quincy, alterations to commercial and residential buildings and, street and landscape improvements have taken place which protect and maintain the special character, historic form, and economic potential of our community. Unfortunately, in other cases, development has been completed which seems to lack such concern. The basis of these guidelines is that Quincy is a unique place deserving improved attention to the way our community develops.

Quincy and Plumas County face the critical need for economic diversification. These guidelines will help promote quality construction in Quincy's commercial and historic residential areas. While the physical improvement of Quincy's buildings and public spaces will not by itself lead to economic diversification, tourism, new investment and business in our community, it has been demonstrated in cities across the country that an image of quality development is an important ingredient for successful economic growth. In regards to Quincy's historic downtown area, it has been conclusively shown that well designed physical improvements which are sensitive to historic preservation definitely promotes downtown revitalization. A town which presents a quality physical appearance is far more likely to attract shoppers, investors, and new business than a town which appears run down and in need of repair. This is a major premise of the National Main Street Center as advocated by the Quincy Main Street program. These guidelines will create an indirect linkage to the Main Street philosophy of individualized yet coordinated improvements which strengthen the overall image and identity of our community. Merchants, property owners, designers, and contractors are encouraged to retain individual building and related landscape identity while strengthening the image of the community as a whole.

What the Guidelines Will Do

The Guidelines will provide appropriate ways in which historic and newer buildings can be improved. The Guidelines will include ways of minimizing or eliminating existing or proposed unattractive features and ways of adding often simple and inexpensive elements to emphasize positive building features to create a linkage to the surrounding architectural style.

Removal of historically inappropriate "modernization" features, proper maintenance, the addition of well designed signs, and care in the selection of colors and materials have had striking results as seen in such Main Street area projects as Ayoob's, the Plumas Bank Administration building, Hilltop Cafe, and Madden Plumbing.

A similar design philosophy is advocated for public space and commercial landscape development. Streets, sidewalks, alley areas, parking areas, and other public space development guidelines stress functional and inviting design solutions which also serve to strengthen the overall image of Quincy. Public streetscape and private landscape improvements may be of particular value in enhancing and unifying the diverse character existing along East Main Street.

How the Guidelines and Review Process Works

These guidelines apply to the Quincy Design Review Area (QDRA), a new Special Plan Area adopted in 1992 by the Board of Supervisors after extensive public review and comment. The guidelines are a matter of concern to commercial property owners, owners of historic and non-historic residential property, and community residents. The general goal of the guidelines and review process is to help property owners make design decisions which will maintain or improve the historic and/or general appearance of Quincy. Indirectly, the guidelines will help protect public and private property investment. As shown on the following map, this concerns the full commercial corridor of Quincy as well as the historic residential area found primarily around Jackson Street. The new QDRA includes East Main Street, Lawrence Street, and other areas not previously included in the old Historic Area zone. The guidelines apply to exterior alterations of existing buildings, new construction, and the development of public spaces and commercial landscapes.

Design review within the QDRA is done by a restructured Quincy Area Design Review Committee appointed by the Board of Supervisors. Members of the committee are drawn from local business people, property owners, people with expertise in architectural design and residents with varied interests and expertise.

The guidelines place regulations on development within the district. Projects are evaluated for compliance with the guidelines. Exceptions from the guidelines may be allowed if it can be shown that unusual circumstances exist or if the exception would prove a greater benefit to the community.

The QDRC encourages creativity and welcomes new ideas. Projects subject to the guidelines must receive review and approval by the QDRC. The QDRC must approve proposed projects within the QDRA before a building permit, if required, will be issued. Violations of the review or construction implementation process can result in citations and fines.

The proposed design review modifications have been developed in response to community surveys and property owner/merchant comments gathered 1989-91 by the Quincy Main Street program which supported the need for improved community enhancement. These design guidelines and expanded design review area will provide a mechanism for improved community enhancement. The Guidelines and design review area are consistent with continuing Main Street Chamber efforts to make visual improvements to Quincy including the East Main Street (East Quincy) area. They are also generally consistent with Plumas Corporation (now including the County Chamber of Commerce) efforts regarding tourism marketing.

The intention of these guidelines is to provide a basis by which property owners, designers, contractors, and QDRC members may judge appropriate physical changes throughout Quincy's Main Street commercial corridor as well as within the existing downtown historic residential district. These guidelines embody extensive changes to the older, more vague pre-1992 guidelines. These guidelines reduce certain ambiguity found in the previous guidelines. It is hoped that these expanded guidelines will be of assistance during the building, public space, and landscape design process without being overly cumbersome or costly for the parties involved.

These guidelines are presented on behalf of those concerned about maintaining and improving the appearance of our community and on behalf of those concerned about community development and economic diversification in the Quincy area. With increased attention in the design and subsequent construction process, the beauty, economic potential, and unique character of our area will be reflected in the quality of our built environment.

GUIDELINES FOR COMMERCIAL BUILDINGS

The following guidelines apply to new construction, additions and exterior modifications which significantly alter the appearance of a building or encompass 10% or more of the street side visual area.

1. BUILDING HEIGHT

Goal

Maintain a similarity of height within a given block or area for renovation and new construction.

Buildings which vary significantly in height from other buildings within the block visually disrupt the proportion and scale of other buildings. The building between Ayoob's and Feather River Jewelry is a good example.

Guideline

Building height shall fall within a range of 10% of the mean height found within the block or area.

2. BUILDING WIDTH

Goal

Maintain consistency of width and the proportion of lot widths.

Buildings shall maintain a consistency of width to preserve the rhythm and scale of buildings within a block. Quincy's historic Main Street is a good example of how consistency of building width is maintained; most of the buildings utilize the entire lot by building from side lot to side lot.

Guidelines

A building which takes two times the average lot width of a block or area shall be designed so that the facade preserves the continuity of mean facade width in the block or area.

Consistent spacing between buildings shall be maintained within a block.

3. BUILDING SETBACK

Goal

Maintain consistent setback from sidewalk.

Building setback differentiates commercial areas from residential areas. Most commercial buildings in Quincy's historic commercial area are built up to the front lot line. A building which differs from a consistent setback visually disrupts the rhythm and pattern within the block.

Guideline

The average setback of buildings and alignment of upper facades within a block shall be maintained.

4. PROPORTION OF OPENINGS

Goal

Rhythm and proportion of door and window spacing within the block(s).

Many buildings in Quincy's historic commercial area maintain similar size, spacing, and shape of openings. A good example is evident in the openings between the Ayoob's building, Bob's Fine Food, and the Capitol Club. While not similar in all aspects (size, spacing, shape) they do utilize many of these to create a rhythm of openings.

Guidelines

Rhythm and proportion of door and window spacing of both lower and upper facades within block(s) shall be maintained.

Primary facades shall be oriented toward the main street, not toward the side streets.

5. HORIZONTAL RHYTHMS

Goal

Maintain horizontal rhythms of similar building elements.

Maintaining horizontal rhythms creates a shared identity between commercial buildings. Buildings which deviate from established horizontal patterns visually disrupt the continuity of the block.

Guidelines

A clear visual division between storefront and upper facade where such division is prevalent within a block shall be maintained.

A similar alignment of windows, sills and awnings shall be maintained.

6. ROOF FORM

Goal

Maintain a consistent roofline within a block(s)

In many cases a commercial building's roof form is much different than that of residential buildings. Most commercial buildings in Quincy's historic commercial area have flat roofs which are hidden by a low vertical extension called a parapet. Many times these parapets are enhanced with decorative features.

Guidelines

The roof plane shall be hidden by a parapet when within an area where the roof planes are hidden.

Roof lines and pitches shall be similar to existing roof lines and pitches.

7. ARCHITECTURAL STYLE

Goal

Maintain the integrity and compatibility of architectural styles within an area.

Maintaining architectural integrity preserves historic buildings and provides a sense of community identity. Buildings shall be compatible with historic buildings within the block. This does not require that new construction be "historic" in style, but that it not detract from the historic style of surrounding buildings. Often buildings try to imitate a historic look to achieve compatibility, however, this approach usually detracts from the truly historic buildings.

Guideline

Architectural style of building shall be compatible with the architectural style of surrounding buildings. (Compatibility may be determined by consistency with design elements for architectural styles described in appendix A)

8. BUILDING MATERIALS

Goal

Maintain architectural integrity by using proper building materials.

The type of building materials used in construction enforce the relationship between a community and its environmental setting. Some

appropriate materials predominate in Quincy include stucco, brick, rock, and wood siding (not plywood).

Guideline

Original building and finish materials which are appropriate to the historic or architectural style of the building shall be used.

9. COLORS

Goals

Subjectivity reigns when dealing with color guidelines. Providing some general suggested guidelines may help to prevent choosing colors which offend neighbors or detract from the building.

Maintain color compatibility with architectural style of the building and surrounding buildings.

Colors shall coordinate with other colors on your block.

Consider a building's orientation (north, south, east, west). Colors on the south and west appear warmer than if placed on the north or east sides.

Consider colors which are associated with architectural styles. For example, pale yellows and peaches were favorite colors for Mission Revival buildings.

The larger and plainer the building the more subtle the color. Smaller buildings or those with elaborate detail can often use more colors and more intense colors.

Avoid the more intense hues of color. Avoid using more than one vivid color per building.

Colors should relate to natural building colors found on the building and existing elements such as

sign or awnings.

Contrasting colors which accent architectural details and entrances are encouraged.

10. AWNINGS/SIDEWALK COVERINGS

Goals

Maintain compatibility with the existing building.

Awnings and sidewalk coverings add character to a building, provide shade and shelter to customers and conserve energy by controlling the amount of light that enters the storefront.

Guidelines

Awnings shall not hide or detract from significant architectural features.

Awning style need not be consistent with the architectural style of the building, but shall be compatible. Consider the awning style of adjacent buildings.

Awning color and material shall be compatible with existing building colors and materials.

Awnings shall be placed at the top of openings.

Awning shapes shall relate to the shape of the top of the opening.

Metal awnings are not appropriate.

Awnings located on both the upper and lower facade shall be compatible in color, material and design. Consider box awnings for the upper facade and slanting awnings for the lower facade.

Awning signage shall conform to the sign guidelines.

11. ROOF PROJECTIONS

Goal

Roof Projections should not detract from the architectural style of the building.

Roof projections such as antennas, satellite dishes, and heating and cooling units can significantly detract from the architectural style and beauty of a building.

Guidelines

Roof projections shall be hidden from ordinary public view.

Screening methods shall be compatible with the architectural style of the building.

12. MAINTENANCE OF VACANT BUILDINGS & LOTS

Goal

Maintain an appearance that does not detract from the surrounding buildings and community.

Often when a building or lot is vacant and remains so for an extended period of time, the appearance begins to deteriorate, paint peels, weeds grow, windows are broken, etc. The condition of these properties detracts from the efforts others have made to improve their properties.

Guidelines

Broken windows shall be replaced.

Buildings with peeling paint shall be repainted.

Properties shall maintain a reasonable appearance.

GUIDELINES FOR
COMMERCIAL/RESIDENTIAL BUILDINGS
&
RESIDENTIAL BUILDINGS

1. BUILDING HEIGHT

Goal

Maintain a similarity of height within a given block or area for renovation and new construction.

Buildings which vary significantly in height from other buildings within the block visually disrupt the proportion and scale of other buildings.

Guideline

The height of a building or addition shall be within range of heights found within the immediate block.

2. ARCHITECTURAL STYLE

Goal

Maintain the integrity and compatibility of architectural styles within an area.

Maintaining architectural integrity preserves historic buildings and provides a sense of community identity. Buildings shall be compatible with historic buildings within the block. This does not require that new construction be "historic" in style, but that it not detract from the historic style of surrounding buildings. Often buildings try to imitate a historic look to achieve compatibility, however, this approach usually detracts from the truly historic buildings.

Guideline

Architectural style of building shall be compatible with the architectural style of surrounding buildings. (Compatibility may be determined by consistency with de-

sign elements for architectural styles described in appendix A)

3. BUILDING MATERIALS

Goal

Maintain architectural integrity by using proper building materials.

The type of building materials used in construction enforce the relationship between a community and its environmental setting. Some appropriate materials predominate in Quincy include stucco, brick, rock, and wood siding (not plywood).

Guideline

Original building and finish materials which are appropriate to the historic or architectural style of the building shall be used.

4. COLORS

Goals

Subjectivity reigns when dealing with color guidelines. Providing some general suggested guidelines may help to prevent choosing colors which offend neighbors or detract from the building.

Maintain color compatibility with architectural style of the building and surrounding buildings.

Colors shall coordinate with other colors on your block.

Consider a building's orientation (north, south, east, west). Colors on the south and west appear warmer than if placed on the north or east sides.

Consider colors which are associated with architectural styles. For example, pale yellows and peaches were favorite colors for Mission Revival buildings.

The larger and plainer the building the more subtle the color. Smaller buildings or those with elaborate detail can often use more colors and more intense colors.

Avoid the more intense hues of color. Avoid using more than one vivid color per building.

Colors should relate to natural building colors found on the building and existing elements such as sign or awnings.

Contrasting colors which accent architectural details and entrances are encouraged.

5. AWNINGS/SIDEWALK COVERINGS

Goals

Maintain compatibility with the existing building.

Awnings and sidewalk coverings add character to a building, provide shade and shelter to customers and conserve energy by controlling the amount of light that enters the building.

Guidelines

Awnings shall not hide or detract from significant architectural features.

Awning style need not be consistent with the architectural style of the building, but shall be compatible. Consider the awning style of adjacent buildings.

Awning color and material shall be compatible with existing building colors and materials.

Awnings shall be placed at the top of openings.

Awning shapes shall relate to the shape of the top of the opening.

Metal awnings are not appropriate.

Awning signage shall conform to the sign guidelines.

SIGN GUIDELINES

In addition to the following Guidelines, sign design and construction is subject to County Code Section 9-2.416. All signs must comply with the provisions of this section unless modified by the Guidelines. A copy of this section is attached for your convenience.

GOALS

Promote appropriate signage which preserves and protects the historical and architectural character of the community.

Prevent signage which is confusing, or which may otherwise jeopardize public safety.

Protect Quincy from sign clutter.

Assure maintenance of signs.

Prevent sign design and placement which visually disrupts Quincy's mountain community character.

1. SIGN DESIGN

The primary standard for a sign in the historic district is that it relate to, rather than obscure and disrupt the design elements of the building to which it is attached. It should also be compatible with other signs and buildings along the street. Dimensions, subject matter, materials, color, letter styles, legibility, overall effect and placement on the building are important design factors.

Guidelines

When more than one sign is proposed for a single building facade the signs should complement each other in shape, size, color and lettering style.

Sign copy should be of sufficient size so that it can be easily read.

Words should be kept to a minimum so that the sign can be read as quickly as possible.

When a new sign is erected, all evidence of previous signage shall be removed, including sign ghosts, guy wires, brackets, support bolts, screws and holes.

Signs shall be no higher than the roofline of the building to which the sign is attached or adjacent to, except for existing pole signs.

2. SIGN TYPES

Appropriate sign types shall reflect the nature of the building and business.

Inappropriate sign types:

Internally illuminated cabinet signs are discouraged.

General advertising signs, i.e. "Hamburgers", "Liquor"

Moving or flashing signs (including flags, banners and noise making devices)*

Projecting fin signs are inappropriate when they hide or impair viewing of other signs.

**Flags and banners may be used for 30 days following an opening of a new business.*

It is possible to obtain approval of signs that are non-conforming if they maintain districts character.

In addition to the following Guidelines, sign design and construction is subject to County Code Section 9-2.416. All signs must comply with the provisions of this section unless modified by the Guidelines. A copy of this section is attached for your convenience.

STREETSCAPE/ LANDSCAPE GUIDELINES

1. STREETSCAPE / LANDSCAPE STYLE

Goals

Streetscape/ landscape improvements include pedestrian walkways, outdoor use areas, trees, planting areas, vehicular areas, landscape signage, fencing monuments, landscape lighting, banners, street furniture, etc.

Public commercial, and residential landscape and streetscape improvements are encouraged which creatively reflect and reinforce the history, mountain geography, and architectural character of the American Valley. The County shall consider purchasing and maintaining open space areas consistent with a streetscape/ open space master plan.

Shade tree planting of parking lots and other areas is recommended particularly on south and west property lines. Deciduous trees are most suitable for south, west, and east exposures to allow shading in summer and solar access in winter. Evergreen trees are most appropriate on north exposures where winter shading will not promote ice buildup.

Various winter snow conditions should be accounted for in site design. This includes both vehicular and pedestrian safety allowing for snow removal and storage, service vehicle access, and appropriate snow tolerant plantings.

Guidelines

Landscape features shall meet all pertinent setback, parking, landscape area requirements required by the Planning and Zoning Code as administered by the Planning Department.

Visual screening is required for all propane tanks and dumpsters. Visual screening of parking areas and other "unsightly areas" is strongly encouraged. Screening should be of fencing and or plants.

All new commercial landscapes, public streetscapes and murals shall be reviewed and approved by the Design Review Committee. Landscape and Streetscape plans shall include irrigation and site maintainance.

Landscaping of parking lots shall be as set forth below:

In addition to the following Guidelines, landscaping is required pursuant to County Code Section 9-2.410 which states that parking lots of 5 or more spaces shall provide a landscaped area equal to 10% of the required parking area.

2. OPEN SPACE AREAS

Goals

Exterior public community use areas promote community identity, coherence of appearance through the commercial district, and social activity.

Public open space features such as street lighting, planting, street signage, seating, trash receptacles, community signage, etc. should be creatively consistent with the architectural and mountain community character of Quincy.

Public seating/gathering areas should be sited in sunny, active pedestrian areas. Access to take-out food will encourage outdoor use and enhance a sense of activity in the commercial area.

3. CONSTRUCTION MATERIALS/FENCING

Goals

Streetscape/ Landscape construction materials should be creatively consistent with the architectural and neighborhood mountain character of the site.

The use of brick, stone masonry, wood, wrought iron, native landscape rock, native gravel, textured brick or cobble concrete is encouraged appropriate to the site and neighborhood.

The use of colored boulders/gravel such as red lava type rock or other imported non-native rock is discouraged.

Where chainlink fencing has been used it should be screened by vines or shrubs.

Guideline

Chain link fencing is not allowed, except for schools, on any street-side property lines. Where chain link fencing is used and visible from the street, vines, lattice, or shrubs shall screen the fence.

4. MURALS

Goal

Murals are encouraged and should be creatively consistent with the architecture and mountain community character of Quincy.

5. PLANTING

Goals

Plants are encouraged which are native or "historically indigenous" exotic species climatically appropriate to the American Valley.

Plantings should be creatively consistent as possible with the architectural and neighborhood mountain character of the site.

Drought tolerant, low maintenance landscapes are encouraged. A limited sample of native, drought tolerant, and or historically indigenous plants are as follows:

Native

Fir, Cedar, Pine, Alder, Dogwood, Mountain Ash, Black Oak, Spirea, Mock Orange, Current, Wild Rose, Oregon Grape

"Historically Indigenous"

White Birch, Liquidamber, Maple, Locust Barberry, Lilac, Flowering Quince, Forsythia, Snowball, Rose, Virginia Creeper, Honeysuckle

Avoid plantings with shallow root systems that may break up sidewalks or roadways. Avoid plantings near underground utilities to prevent damage to these facilities. Root barriers shall be used for planting within sidewalks and adjacent to parking lots.

6. TREE REMOVAL

Goal

Mature, and immature stands of trees enhance the character of the community as well as providing shade for pedestrians. Large trees become landmarks of the community and reinforce the relationship between our community and our environment. New building construction shall, when possible incorporate existing trees.

Guideline

Trees 6 inches diameter, measured 4 1/2 feet above the ground, shall not be removed without approval of the Design Review Committee.

APPENDIX A

Appropriate Materials and Design Elements for Specific Architectural Styles

WESTERN GOLD RUSH PERIOD 1850's - 1880's

Design Factors:

- 1) Simple, box-like structures; often a series of room additions; two stories quite common.
- 2) Predominant roof shapes include gable, hip, and hipped-gable; false-fronts are used on some commercial buildings; shed roofed porches and boardwalks are characteristic of the familiar "prairie" or "western ranch" style.
- 3) Simple, often symmetrical window and door placement; some commercial fronts have arched door or window openings, but the windows and doors themselves weren't decorative.

Materials:

- 1) Wood and brick construction and finish materials; wood sidings and board-and-batten were used; decorative brick patterns were used as trim.
- 2) Old photos show that most wooden exteriors were painted.

Special Characteristics:

"Rough" western architecture was not the predominant type of building finish. Most buildings were simple, but had a "finished" look to them as a result of paint, porches and/or a bit of decorative trim.

Remodeling/New Structures:

The buildings of the period are easy to represent and equally as easy to "over-do" with characteristics of other areas. Early Quincy was simple.

VICTORIAN PERIOD 1880's - 1900

(NOTE: Examples of Quincy's Victorian Period Commercial Buildings no longer exist.)

Design Factors:

- 1) One and two storied; vertical design emphasis, particularly evident in two-storied homes.
- 2) Roof shapes were predominantly gabled; porches are a part of all Victorians and are either shed or gable roofed.
- 3) Symmetrical window and door placement is typical; bay windows and tall windows emphasize the vertical.

Materials:

- 1) Painted wood siding and decorative shingles predominate.
- 2) Contrasting paint color schemes can emphasize exterior gingerbread.

Special Characteristics:

- 1) Decorative "gingerbread" is one of the trademarks of the Victorian period; the first leaded glass windows appear in these homes.
- 2) "Eastlake" styles have a strong emphasis on vertical lines.
- 3) "Queen Anne" styles are distinguished by a romantic emphasis, most often a "turret".

Remodeling/New Structures:

These styles are often difficult to recreate due to the amount of workmanship and detailing involved. Basic design factors can be incorporated into new construction to compliment existing structures.

CLASSIC REVIVAL PERIOD 1900- 1920's

Design Factors:

- 1) Most design factors are simple to facilitate adding the "classic" characteristics.
- 2) Roofs are usually gabled.

Materials:

- 1) Painted wood, masonry and plaster most common.
- 2) Where remodeling of an "older" style into a classic style has occurred, features of the older style may remain (shingles, etc.). (An example is the Huskinson home at 542 Jackson.)

Special Characteristics:

This period was an attempt to revive the more popular classic styles (Greek, Mission, etc.) without duplicating the original structures. Three examples exist in Quincy: The Courthouse (GrecoRoman), the Huskinson Home (GrecoRoman porch) and Old Plumas Bank (Mission Period).

Remodeling/New Structures:

As with the Victorian styles, the "classics" are difficult to reproduce. Basic design factors, however, can be utilized. A good example is the west-wing addition to the Old Plumas Bank done in the 1930's - it compliments the original Espadana style very well.

CALIFORNIA BUNGALOW PERIOD 1910 - 1920's

Design Factors:

- 1) These Quincy residences are one or one-and-a-half story high with the upper "story" generally a usable attic area.
- 2) Roofs over low gables with distinctive dormers at the front.
- 3) Entrance porches are encompassed under the main roof helping to create the "low" effect. Pillars, often distinctively designed, are structural members in the porch construction.

- 4) Entrances are often centered with glass panel doors which were quite popular. Large windows and/or groupings of windows are also typical of the design.

Materials:

Horizontal wood siding (ship lap) and shingles predominates. Redwood became popular during this period and some bungalows were of, or stained to look like, the dark wood. Other homes are painted.

Special Characteristics:

This residential design style, a California "original", is fairly straight forward and usually easy to identify. Most of the common characteristics are noted above.

Remodeling/New Structures:

Most design factors are easy to recreate although some detailing and crafted details may be too expensive or difficult to reproduce.

ART DECO/MODERNE PERIOD 1930's - 1940's

Design Factors:

- 1) Simple building design, occasional emphasis on vertical or horizontal building.
- 2) False gable roofs are common.
- 3) Windows and doors sometimes reflect any horizontal or vertical detail emphasis.

Material:

Painted stucco is typical.

Special Characteristics:

The emphasis of the period was functional and design effect was achieved by decorative lines and/or sculpture.

Remodeling/New Structures:

The style is easy to represent for the most part although some detailing may be too ornate to reproduce.



Chester Design Review Guidelines

Chester Design Review Committee

Dave Moss
Steve Graffweg
Will Henry
Jim Lewis
Kathy Maxey
David Price
Bill Stewart

Support Staff

Bob Bell
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Bill Dennison
Al Froese
James Graham

Appointed by the Board of Supervisors March 12, 1996

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QUESTIONS & ANSWERS

What is the Chester Design Review Committee?

It's a committee appointed by the Board of Supervisors which consists of members with expertise in historical architecture and architectural design, business owners, property owners and residents. This Committee reviews projects for consistency with the Design Guidelines.

What is the Chester Design Review Area?

This area (Shown on the map on the previous page) is subject to the requirements described in the Design Review Guidelines. This area includes the historic area and properties along Main Street. This area reflects Chester's character the most and is the area which would benefit most from community enhancement.

What are the Design Review Guidelines?

The Design Review Guidelines are a set of guidelines relating to new construction, exterior modifications, and streetscape/landscape design.

What requires approval by the Design Review Committee?

All new construction, exterior modifications, commercial landscapes, and signage, which is within the Design Review Area and visible from the street. In addition, murals, streetscape improvements and removal of trees over 6 inches in diameter are subject to approval by the Design Review Committee. Review of projects is limited to the guidelines that apply specifically to the proposed project.

Must my project conform with all the requirements in the Design Review Guidelines?

Exceptions from the guidelines are allowed if unusual circumstances exist or if the project will provide a greater public benefit. Project applicants are welcome to attend these meetings.

What is the procedure for obtaining Design Review Approval?

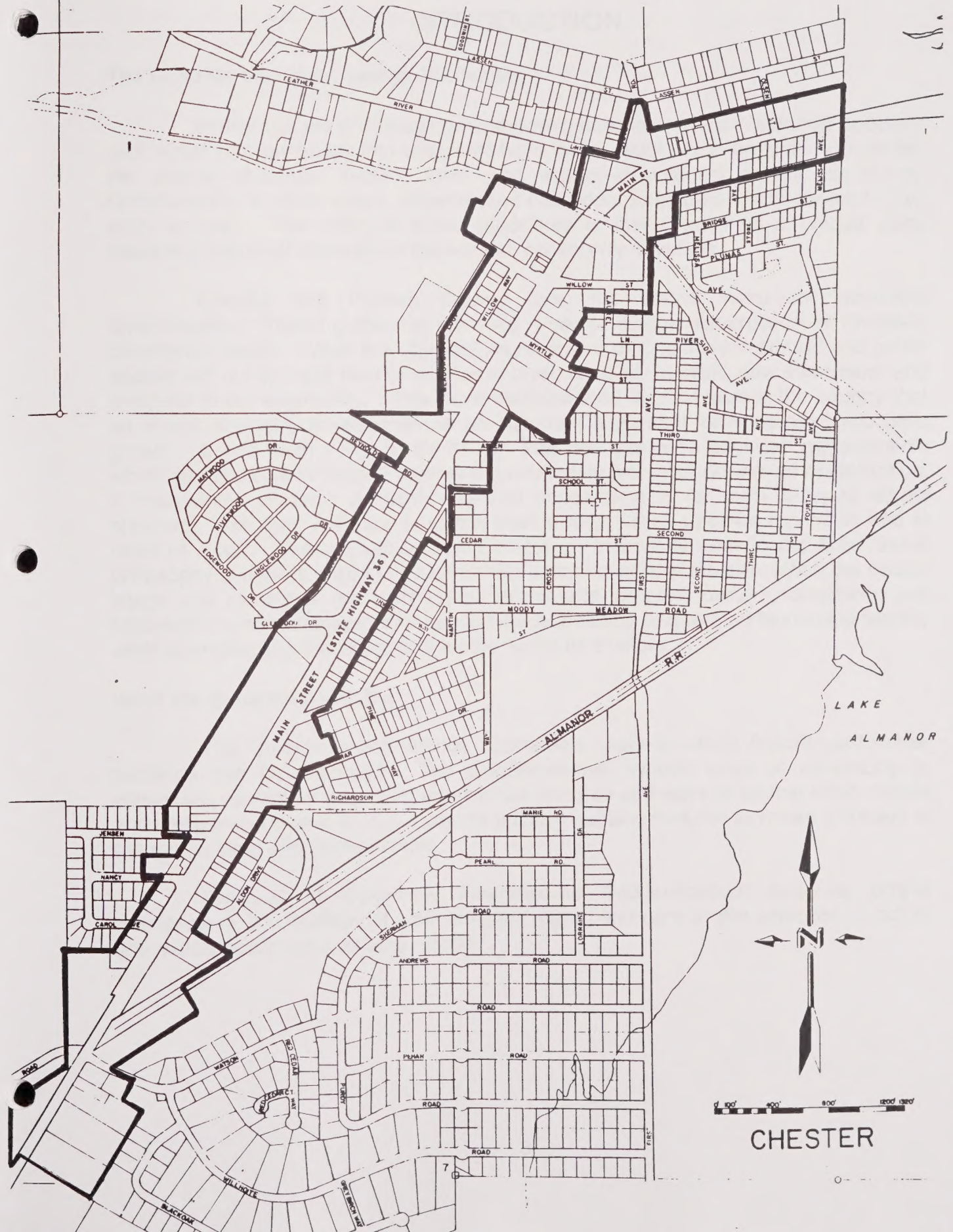
The first step is to submit your plans to the Design Review Committee for approval. Bring your plans to the Planning Department and they will contact the Design Review Committee. The Committee will meet twice monthly. However, the Committee will review projects sooner if a quorum can be gathered. Every effort will be made to review projects as soon as possible.

Once the Committee approves your project, you may begin work if no building permits are required. If your project requires a building permit you must submit your plans to the Building Department for their review and approval as you would normally.

If your project is not consistent with the Guidelines and the committee disapproves of your project, you will be informed as to what aspect of your project is not consistent with the Guidelines. You will be asked to correct any inconsistencies and resubmit your plans to the Committee. If the inconsistencies are minor, and your project requires a building permit, the corrections may be made as conditions on your building permit.

All decisions made by the Design Review Committee may be appealed to the Board of Supervisors.

Chester Design Review Area



Chapter Design Review Area

1. The design review area is defined by the following boundaries:

- North: [illegible]
- South: [illegible]
- East: [illegible]
- West: [illegible]

2. The design review area is subject to the following conditions:

- [illegible]
- [illegible]
- [illegible]

3. The design review area is subject to the following requirements:

- [illegible]
- [illegible]
- [illegible]

4. The design review area is subject to the following procedures:

- [illegible]
- [illegible]
- [illegible]

5. The design review area is subject to the following standards:

- [illegible]
- [illegible]
- [illegible]

6. The design review area is subject to the following guidelines:

- [illegible]
- [illegible]
- [illegible]

7. The design review area is subject to the following policies:

- [illegible]
- [illegible]
- [illegible]

8. The design review area is subject to the following regulations:

- [illegible]
- [illegible]
- [illegible]

9. The design review area is subject to the following rules:

- [illegible]
- [illegible]
- [illegible]

10. The design review area is subject to the following provisions:

- [illegible]
- [illegible]
- [illegible]

11. The design review area is subject to the following provisions:

- [illegible]
- [illegible]
- [illegible]

INTRODUCTION

The Need for Improved Design Guidelines

In many areas of Chester, alterations to commercial and residential buildings and, street and landscape improvements have taken place which protect and maintain the special character, historic form, and economic potential of our community. Unfortunately, in other cases, development has been completed which seems to lack such concern. The basis of these guidelines is that Chester is a unique place deserving improved attention to the way our community develops.

Chester and Plumas County face the critical need for economic diversification. These guidelines will help promote quality construction in Chester's commercial areas. While the physical improvement of Chester's buildings and public spaces will not by itself lead to economic diversification, tourism, new investment and business in our community, it has been demonstrated in cities across the country that an image of quality development is an important ingredient for successful economic growth. It has been conclusively shown that well designed physical improvements which are sensitive to historic preservation definitely promotes downtown revitalization. A town which presents a quality physical appearance is far more likely to attract shoppers, investors, and new business than a town which appears run down and in need of repair. These guidelines will create an indirect linkage to the Main Street philosophy of individualized yet coordinated improvements which strengthen the overall image and identity of our community. Merchants, property owners, designers, and contractors are encouraged to retain individual building and related landscape identity while strengthening the image of the community as a whole.

What the Guidelines Will Do

The Guidelines will provide appropriate ways in which historic and newer buildings can be improved. The Guidelines will include ways of minimizing or eliminating existing or proposed unattractive features and ways of adding often simple and inexpensive elements to emphasize positive building features to create a linkage to the surrounding architectural style.

Removal of historically inappropriate "modernization" features, proper maintenance, the addition of well designed signs, and care in the selection of colors and materials can have striking results.

A similar design philosophy is advocated for public space and commercial landscape development. Streets, sidewalks, alley areas, parking areas, and other public space development guidelines stress functional and inviting design solutions which also serve to strengthen the overall image of Chester. Public streetscape and private landscape improvements may be of particular value in enhancing and unifying the diverse character existing along Main Street.

How the Guidelines and Review Process Works

These guidelines apply to the Chester Design Review Area (CDRA), a new Special Plan Area adopted in 1996 by the Board of Supervisors after extensive public review and comment. The guidelines are a matter of concern to commercial property owners, owners of historic and non-historic residential property, and community residents. The general goal of the guidelines and review process is to help property owners make design decisions which will maintain or improve the historic and/or general appearance of Chester. Indirectly, the guidelines will help protect public and private property investment. As shown on the preceding map, this concerns the full commercial corridor of Chester. The guidelines apply to exterior alterations of existing buildings, new construction, and the development of public spaces and commercial landscapes.

Design review within the CDRA is done by the Chester Area Design Review Committee (CDRC) appointed by the Board of Supervisors. Members of the committee are drawn from local business people, property owners, and concerned citizens. The committee receives support from non-voting resource members. These members consist of people having expertise in architectural design and Plumas County Regulations.

The guidelines place regulations on development within the district. Projects are evaluated for compliance with the guidelines. Exceptions from the guidelines may be allowed if it can be shown that unusual circumstances exist or if the exception would prove a greater benefit to the community.

The CDRC encourages creativity and welcomes new ideas. Projects subject to the guidelines must receive review and approval by the CDRC. The CDRC must approve proposed projects within the CDRA before a building permit, if required, will be issued. Violations of the review or construction implementation process can result in citations and fines.

The proposed design review modifications have been developed in response to community surveys and property owner/merchant comments gathered between 1992-96 by the Chester Main Street Committee sponsored by the Chester Chamber of Commerce which supports the need for improved community enhancement. The design review area and design guidelines will provide a mechanism for improved community enhancement. The guidelines and design review area are consistent with the continuing efforts of the Chester Chamber of Commerce to make visual improvements to Chester including the Old Town area. They are also generally consistent with Plumas Corporation (now including the County Chamber of Commerce) efforts regarding tourism marketing.

The intention of these guidelines is to provide a basis by which property owners, designers, contractors, and CDRC members may judge appropriate physical changes throughout Chester's Main Street commercial corridor. It is hoped that these expanded will be of assistance during the building, public space, and landscape design process without being overly cumbersome or costly for the parties involved.

These guidelines are presented on behalf of those concerned about maintaining and improving the appearance of our community and on behalf of those concerned about community development and economic diversification in the Chester area. With increased attention in the design and subsequent construction process, the beauty, economic potential, and unique character of our area will be reflected in the quality of our built environment.

GUIDELINES FOR COMMERCIAL BUILDINGS

The following guidelines apply to new construction, additions and exterior modifications which significantly alter the appearance of a building or encompass 10% or more of the street side visual area.

1. BUILDING HEIGHT

Maintain a similarity of height within a given block or area for renovation and new construction.

Buildings which vary significantly in height from other buildings within the block visually disrupt the proportion and scale of other buildings.

Building height shall fall within a range of 10% of the mean height found within the block or area.

2. BUILDING WIDTH

Maintain consistency of width and the proportion of lot widths.

Buildings shall maintain a consistency of width to preserve the rhythm and scale of buildings within a block.

A building which takes two times the average lot width of a block or area shall be designed so that the facade preserves the continuity of mean facade width in the block or area.

Consistent spacing between buildings shall be maintained within a block.

3. BUILDING SETBACK

Maintain consistent setback from sidewalk in Old Town. (from Feather River Bridge eastward). All new building construction shall be set back to accomodate streetscape improvements.

Building setback differentiates commercial areas from residential areas. Most commercial buildings in Chester's Old Town area built up to the front lot line. A building which differs from a consistent setback visually disrupts the rhythm and pattern within the block. In Old Town, the average setback of buildings and alignment of upper facades within a block shall be maintained.

4. BUILDING ORIENTATION

Primary facades, where practical, shall be oriented toward the main street, not toward the side streets.

5. HORIZONTAL RHYTHMS

In Old Town, maintain horizontal rhythms of similar building elements.

Maintaining horizontal rhythms creates a shared identity between commercial buildings. Buildings which deviate from established horizontal patterns visually disrupt the continuity of the block.

A clear visual division between storefront and upper facade where such division is prevalent within a block shall be maintained.

A similar alignment of windows, sills and awnings shall be maintained.

6. ROOF FORM

Maintain a consistent roofline within a block(s)

In many cases a commercial building's roof form is much different than that of residential buildings. Most commercial buildings in Old Town Chester's historic commercial area have flat roofs which are hidden by a low vertical extension called a parapet. Many times these parapets are enhanced with decorative features.

The roof plane shall be hidden by a parapet when within an area where the roof planes are hidden.

Roof lines and pitches shall be similar to existing roof lines and pitches.

7. ARCHITECTURAL STYLE

Maintain the integrity and compatibility of architectural styles within an area.

Maintaining architectural integrity preserves historic buildings and provides a sense of community identity. Buildings shall be compatible with historic buildings within the block. This does not require that new construction be "historic" in style, but that it not detract from the historic style of surrounding buildings. Often buildings try to imitate a historic look to achieve compatibility, however, this approach usually detracts from the truly historic buildings.

Architectural style of building shall be compatible with the architectural style of surrounding buildings. (Compatibility may be determined by consistency with design elements for architectural styles described in appendix A)

8. BUILDING MATERIALS

Maintain architectural integrity by using proper building materials.

The type of building materials used in construction enforce the relationship between a community and its environmental setting. Some appropriate materials predominate in Chester include stucco, brick, rock, and wood siding.

Original building and finish materials which are appropriate to the historic or architectural style of the building shall be used.

9. COLORS

Subjectivity reigns when dealing with color guidelines. Providing some general suggested guidelines may help to prevent choosing colors which offend neighbors or detract from the building.

Maintain color compatibility with architectural style of the building and surrounding buildings.

Consider a building's orientation (north, south, east, west). Colors on the south and west appear warmer than if placed on the north or east sides.

The larger and plainer the building the more subtle the color. Smaller buildings or those with elaborate detail can often use more colors and more intense colors.

Avoid the more intense hues of color. Avoid using more than one vivid color per building.

Colors should relate to natural building colors found on the building and existing elements such as sign or awnings.

Contrasting colors which accent architectural details and entrances are encouraged.

10. AWNINGS/SIDEWALK COVERINGS

Maintain compatibility with the existing building.

Awnings and sidewalk coverings add character to a building, provide shade and shelter to customers and conserve energy by controlling the amount of light that enters the storefront.

Awnings shall not hide or detract from significant architectural features.

Awning style need not be consistent with the architectural style of the building, but shall be compatible. Consider the awning style of adjacent buildings.

Awning color and material shall be compatible with existing building colors and materials.

Awnings shall be placed at the top of openings.

Awning shapes shall relate to the shape of the top of the opening.

Metal awnings are not appropriate.

Awnings located on both the upper and lower facade shall be compatible in color, material and design. Consider box awnings for the upper facade and slanting awnings for the lower facade.

Awning signage shall conform to the sign guidelines.

11. ROOF PROJECTIONS

Roof Projections should not detract from the architectural style of the building.

Roof projections such as antennas, satellite dishes, and heating and cooling units can significantly detract from the architectural style and beauty of a building.

Roof projections shall be hidden from ordinary public view.

Screening methods shall be compatible with the architectural style of the building.

12. MAINTENANCE OF VACANT BUILDINGS & LOTS

Maintain an appearance that does not detract from the surrounding buildings and community.

Often when a building or lot is vacant and remains so for an extended period of time, the appearance begins to deteriorate, paint peels, weeds grow, windows are broken, etc. The condition of these properties detracts from the efforts others have made to improve their properties.

Broken windows shall be replaced.

Buildings with peeling paint shall be repainted.

Properties shall maintain a reasonable appearance.

**GUIDELINES FOR
COMMERCIAL/RESIDENTIAL BUILDINGS
&
RESIDENTIAL BUILDINGS**

1. BUILDING HEIGHT

Maintain a similarity of height within a given block or area for renovation and new construction.

Buildings which vary significantly in height from other buildings within the block visually disrupt the proportion and scale of other buildings.

The height of a building or addition shall be within range of heights found within the immediate block.

2. ARCHITECTURAL STYLE

Maintain the integrity and compatibility of architectural styles within an area.

Maintaining architectural integrity preserves historic buildings and provides a sense of community identity. Buildings shall be compatible with historic buildings within the block. This does not require that new construction be "historic" in style, but that it not detract from the historic style of surrounding buildings. Often buildings try to imitate a historic look to achieve compatibility, however, this approach usually detracts from the truly historic buildings.

Architectural style of building shall be compatible with the architectural style of surrounding buildings. (Compatibility may be determined by consistency with design elements for architectural styles described in appendix A)

3. BUILDING MATERIALS

Maintain architectural integrity by using proper building materials.

The type of building materials used in construction enforce the relationship between a community and its environmental setting. Some appropriate materials predominate in Chester include stucco, brick, rock, and wood siding.

Original building and finish materials which are appropriate to the historic or architectural style of the building shall be used.

4. COLORS

Goals

Subjectivity reigns when dealing with color guidelines. Providing some general suggested guidelines may help to prevent choosing colors which offend neighbors or detract from the building.

Maintain color compatibility with architectural style of the building and surrounding buildings.

Colors shall coordinate with other colors on your block.

Consider a building's orientation (north, south, east, west). Colors on the south and west appear warmer than if placed on the north or east sides.

Consider colors which are associated with architectural styles. For example, pale yellows and peaches were favorite colors for Mission Revival buildings.

The larger and plainer the building the more subtle the color. Smaller buildings or those with elaborate detail can often use more colors and more intense colors.

Avoid the more intense hues of color. Avoid using more than one vivid color per building.

Colors should relate to natural building colors found on the building and existing elements such as sign or awnings.

Contrasting colors which accent architectural details and entrances are encouraged.

5. AWNINGS/SIDEWALK COVERINGS

Maintain compatibility with the existing building.

Awnings and sidewalk coverings add character to a building, provide shade and shelter to customers and conserve energy by controlling the amount of light that enters the building.

Awnings shall not hide or detract from significant architectural features.

Awning style need not be consistent with the architectural style of the building, but shall be compatible. Consider the awning style of adjacent buildings.

Awning color and material shall be compatible with existing building colors and materials.

Awnings shall be placed at the top of openings.

Awning shapes shall relate to the shape of the top of the opening.

Metal awnings are not appropriate.

Awning signage shall conform to the sign guidelines.

SIGN GUIDELINES

In addition to the following Guidelines, sign design and construction is subject to County Code Section 9-2.416. All signs must comply with the provisions of this section unless modified by the Guidelines. A copy of this section is attached for your convenience.

GOALS

Promote appropriate signage which preserves and protects the historical and architectural character of the community.

Prevent signage which is confusing, or which may otherwise jeopardize public safety, and block pedestrian traffic.

Protect Chester from sign clutter.

Assure maintenance of signs.

Prevent sign design and placement which visually disrupts Chester's mountain community character.

1. SIGN DESIGN

The primary standard for a sign in the historic district is that it relate to, rather than obscure and disrupt the design elements of the building to which it is attached. It should also be compatible with other signs and buildings along the street. Dimensions, subject matter, materials, color, letter styles, legibility, overall effect and placement on the building are important design factors.

When more than one sign is proposed for a single building facade the signs should complement each other in shape, size, color and lettering style.

Sign copy should be of sufficient size so that it can be easily read.

Words should be kept to a minimum so that the sign can be read as quickly as possible.

When a new sign is erected, all evidence of previous signage shall be removed, including sign ghosts, guy wires, brackets, support bolts, screws and holes.

Signs shall be no higher than the roofline of the building to which the sign is attached, except for existing pole signs.

2. SIGN TYPES

Appropriate sign types shall reflect the nature of the building and business.

Inappropriate sign types:

Moving or flashing signs (including flags, banners and noise making devices)*

Projecting fin signs are inappropriate when they hide or impair viewing of other signs.

****Flags and banners may be used for 30 days following an opening of a new business.***

It is possible to obtain approval of signs that are non-conforming if they maintain districts character.

In addition to the following Guidelines, sign design and construction is subject to County Code Section 9-2.416. All signs must comply with the provisions of this section unless modified by the Guidelines. A copy of this section is attached for your convenience.

STREETSCAPE/ LANDSCAPE GUIDELINES

1. STREETSCAPE / LANDSCAPE STYLE

Streetscape/landscape improvements include pedestrian walkways, outdoor use areas, trees, planting areas, vehicular areas, landscape signage, fencing monuments, landscape lighting, banners, street furniture, etc.

Public commercial, and residential landscape and streetscape improvements are encouraged which creatively reflect and reinforce the history, mountain geography, and architectural character of the Almanor Basin. The County shall consider purchasing and maintaining open space areas consistent with a streetscape/ open space master plan.

Shade tree planting of parking lots and other areas is recommended. Deciduous trees are most suitable for south, west, and east exposures to allow shading in summer and solar access in winter. Evergreen trees are most appropriate on north exposures where winter shading will not promote ice buildup.

Various winter snow conditions should be accounted for in site design. This includes both vehicular and pedestrian safety allowing for snow removal and storage, service vehicle access, and appropriate snow tolerant plantings.

Landscape features shall meet all pertinent setback, parking, landscape area requirements required by the Planning and Zoning Code as administered by the Planning Department.

Visual screening is required for all propane tanks and dumpsters. Visual screening of parking areas and other "unsightly areas" is strongly encouraged. Screening should be of fencing and or plants.

All new commercial landscapes, public streetscapes and murals shall be reviewed and approved by the Design Review Committee. Landscape and Streetscape plans shall include irrigation and site maintainance.

Landscaping of parking lots shall be as set forth below:

In addition to the following Guidelines, landscaping is required pursuant to County Code Section 9- 2.410 which states that parking lots of 5 or more spaces shall provide a landscaped area equal to 10% of the required parking area.

2. OPEN SPACE AREAS

Exterior public community use areas promote community identity, coherence of appearance through the commercial district, and social activity.

Public open space features such as street lighting, planting, street signage, seating, trash receptacles, community signage, etc. should be creatively consistent with the architectural and mountain community character of Chester.

Public seating/gathering areas should be sited in sunny, active pedestrian areas. Access to take-out food will encourage outdoor use and enhance a sense of activity in the commercial area.

3. CONSTRUCTION MATERIALS/FENCING

Streetscape/ Landscape construction materials should be creatively consistent with the architectural and neighborhood mountain character of the site.

The use of brick, stone masonry, wood, wrought iron, native landscape rock, native gravel, textured brick or cobble concrete is encouraged appropriate to the site and neighborhood.

The use of colored boulders, gravel, or other imported non-native rock is discouraged.

Chain link fencing is not allowed, except for schools and parks, on any street-side property lines. Where chain link fencing is used and visible from the street, vines, lattice, or shrubs shall screen the fence.

4. MURALS

Murals are encouraged and should be creatively consistent with the architecture and mountain community character of Chester.

5. PLANTING

Plants are encouraged which are native or "historically indigenous" exotic species climatically appropriate to the Almanor Basin.

Plantings should be creatively consistent as possible with the architectural and neighborhood mountain character of the site.

Drought tolerant, low maintenance landscapes are encouraged. A limited sample of native, drought tolerant, and or historically indigenous plants are as follows:

Native

Fir, Cedar, Pine, Alder, Dogwood, Mountain Ash, Quaking Aspen, Spirea, Mock Orange, Current, Wild Rose, Oregon Grape, Cottonwood

"Historically Indigenous"

White Birch, Maple, Locust Barberry, Lilac, Flowering Quince, Forsythia, Snowball, Rose, Virginia Creeper, Honeysuckle, Mazanita

Avoid plantings with shallow root systems that may break up sidewalks or roadways. Avoid plantings near underground utilities to prevent damage to these facilities. Root barriers shall be used for planting within sidewalks and adjacent to parking lots.

6. TREE REMOVAL

Mature, and immature stands of trees enhance the character of the community as well as providing shade for pedestrians. Large trees become landmarks of the community and reinforce the relationship between our community and our environment. New building construction shall, when possible incorporate existing trees.

Trees 6 inches diameter, measured 4 1/2 feet above the ground, shall not be removed without approval of the Design Review Committee.

APPENDIX A

Appropriate Materials and Design Elements for Specific Architectural Styles

WESTERN GOLD RUSH PERIOD 1850's - 1880's

Design Factors:

- 1) Simple, box-like structures; often a series of room additions; two stories quite common.
- 2) Predominant roof shapes include gable, hip, and hipped-gable; false-fronts are used on some commercial buildings; shed roofed porches and boardwalks are characteristic of the familiar "prairie" or "western ranch" style.
- 3) Simple, often symmetrical window and door placement; some commercial fronts have arched door or window openings, but the windows and doors themselves weren't decorative.

Materials:

- 1) Wood and brick construction and finish materials; wood sidings and board-and-batten were used; decorative brick patterns were used as trim.
- 2) Old photos show that most wooden exteriors were painted.

Special Characteristics:

"Rough" western architecture was not the predominant type of building finish. Most buildings were simple, but had a "finished" look to them as a result of paint, porches and/or a bit of decorative trim.

Remodeling/New Structures:

The buildings of the period are easy to represent and equally as easy to "over-do" with characteristics of other areas. Early Chester was simple.

CLASSIC REVIVAL PERIOD 1900- 1920's

Design Factors:

- 1) Most design factors are simple to facilitate adding the "classic" characteristics.
- 2) Roofs are usually gabled.

Materials:

- 1) Painted wood, masonry and plaster most common.
- 2) Where remodeling of an "older" style into a classic style has occurred, features of the older style may remain (shingles, etc.).

Special Characteristics:

This period was an attempt to revive the more popular classic styles (Greek, Mission, etc.) without duplicating the original structures.

Remodeling/New Structures:

As with the Victorian styles, the "classics" are difficult to reproduce. Basic design factors, however, can be utilized.

CALIFORNIA BUNGALOW PERIOD 1910 - 1920's

Design Factors:

- 1) These Chester residences are one or one-and-a-half story high with the upper "story" generally a usable attic area.
- 2) Roofs over low gables with distinctive dormers at the front.
- 3) Entrance porches are encompassed under the main roof helping to create the "low" effect. Pillars, often distinctively designed, are structural members in the porch construction.
- 4) Entrances are often centered with glass panel doors which were quite popular. Large windows and/or groupings of windows are also typical of the design.

Materials:

Horizontal wood siding (ship lap) and shingles predominates. Redwood became popular during this period and some bungalows were of, or stained to look like, the dark wood. Other homes are painted.

Special Characteristics:

This residential design style, a California "original", is fairly straight forward and usually easy to identify. Most of the common characteristics are noted above.

Remodeling/New Structures:

Most design factors are easy to recreate although some detailing and crafted details may be too expensive or difficult to reproduce.

ART DECO/MODERNE PERIOD 1930's - 1940's**Design Factors:**

- 1) Simple building design, occasional emphasis on vertical or horizontal building.
- 2) False gable roofs are common.
- 3) Windows and doors sometimes reflect any horizontal or vertical detail emphasis.

Material:

Painted stucco is typical.

Special Characteristics:

The emphasis of the period was functional and design effect was achieved by decorative lines and/or sculpture.

Remodeling/New Structures:

The style is easy to represent for the most part although some detailing may be too ornate to reproduce.

ALMANOR

LAND USE

- RESIDENTIAL**
 - MULTIPLE FAMILY
2 to 8 dwelling units per acre
 - SINGLE FAMILY
2, 3 or 7 dwelling units per acre
 - SUBURBAN
1 to 3 acres per dwelling unit
 - SECONDARY SUBURBAN
3 to 10 acres per dwelling unit
 - RURAL
10 to 20 acres per dwelling unit
- AGRICULTURAL BUFFER**
- PRIME EXPANSION**
- LIMITED**
20 acres per dwelling unit
- COMMERCIAL**
 - CORE COMMERCIAL
 - PERIPHERY COMMERCIAL
 - CONVENIENCE COMMERCIAL
- INDUSTRIAL**
 - PRIME INDUSTRIAL
 - LIMITED INDUSTRIAL
- RESOURCE PRODUCTION**
 - AGRICULTURAL PRESERVE
 - IMPORTANT AGRICULTURE
 - IMPORTANT TIMBER
 - TPZ TIMBERLAND PRODUCTION ZONE
- PRIME MINING**
- RECREATION**
- OPEN SPACE**
- LAKE**
- PUBLIC BUILDINGS & GROUNDS**

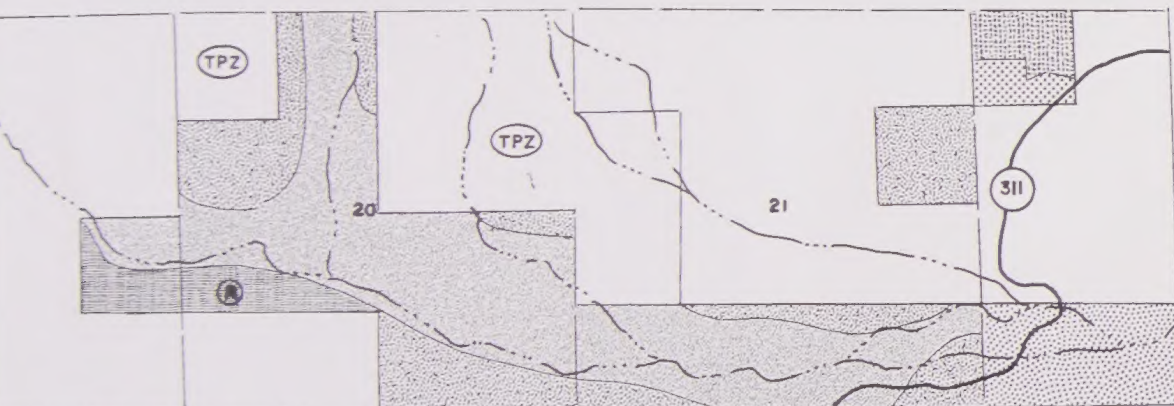
PLUMAS COUNTY GENERAL PLAN

PLUMAS COUNTY PLANNING DEPARTMENT

ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3721

AMENDED							
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10-16-84	84-3811	12-5-89	89-4445	4-7-98	98-6132		
1-21-86	86-3970	8-21-90	90-5077				
4-7-87	87-4123	10-8-91	91-6237				
10-6-87	87-4180	4-16-91	91-5137				
4-5-88	88-4245	9-11-92	92-5353				
12-15-88	88-4327	4-13-93	93-5469				

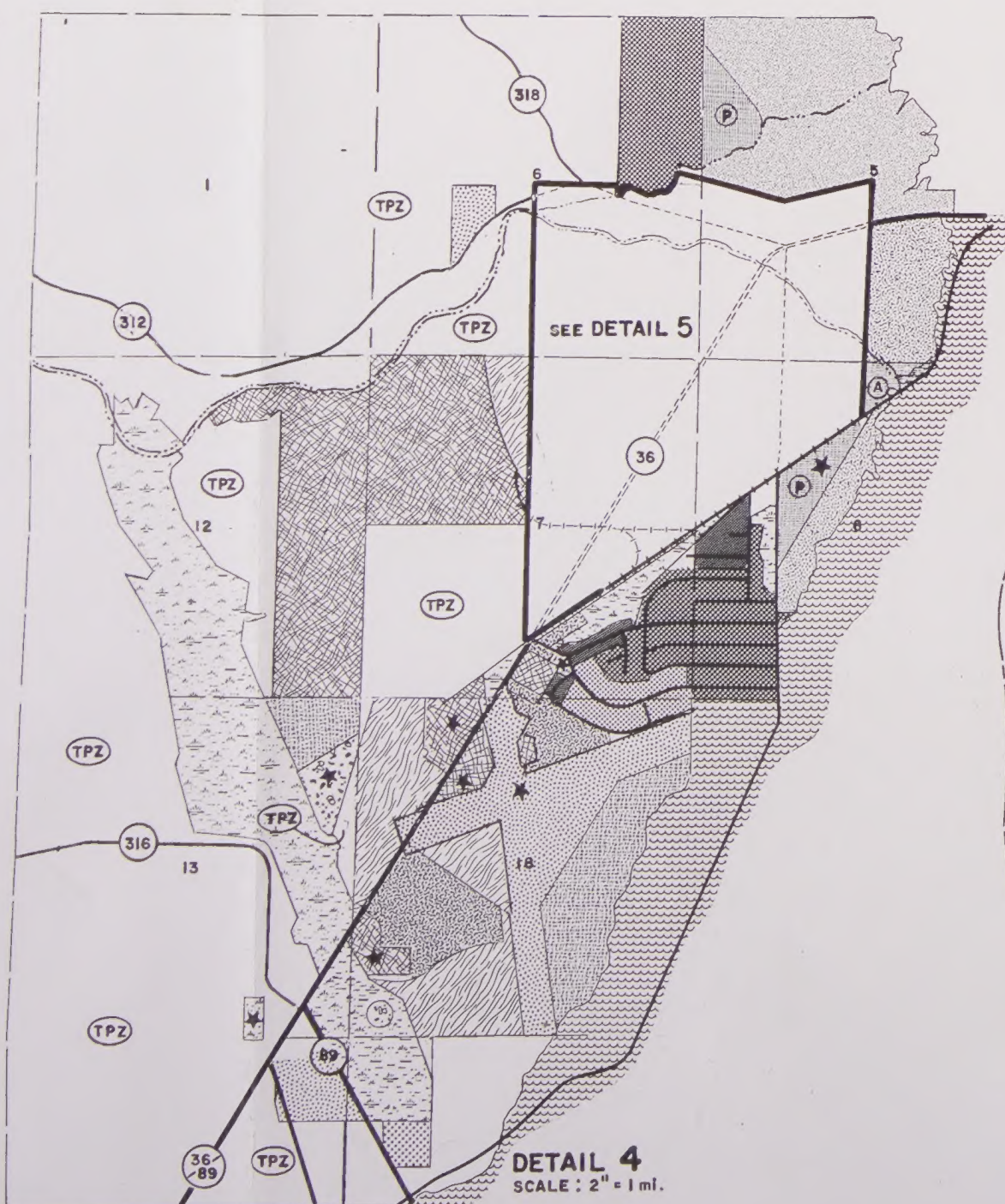
This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the County Planning Department.



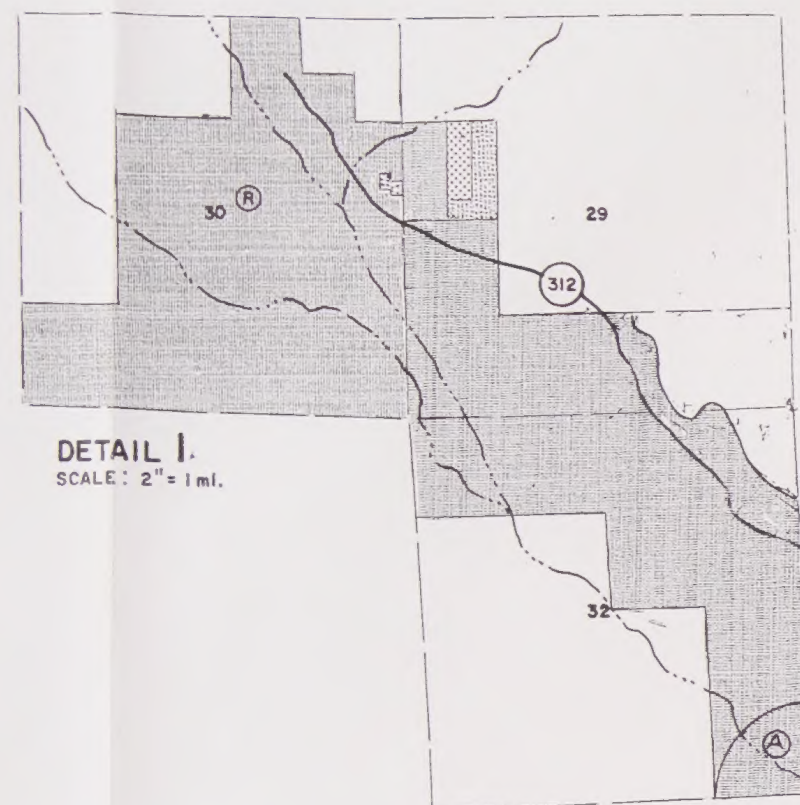
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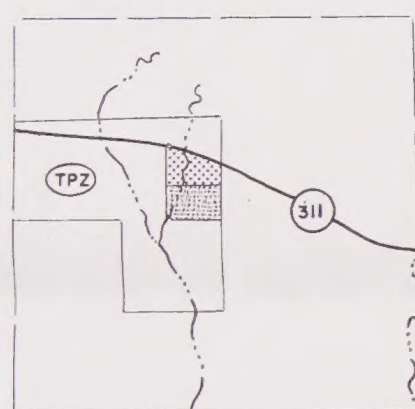
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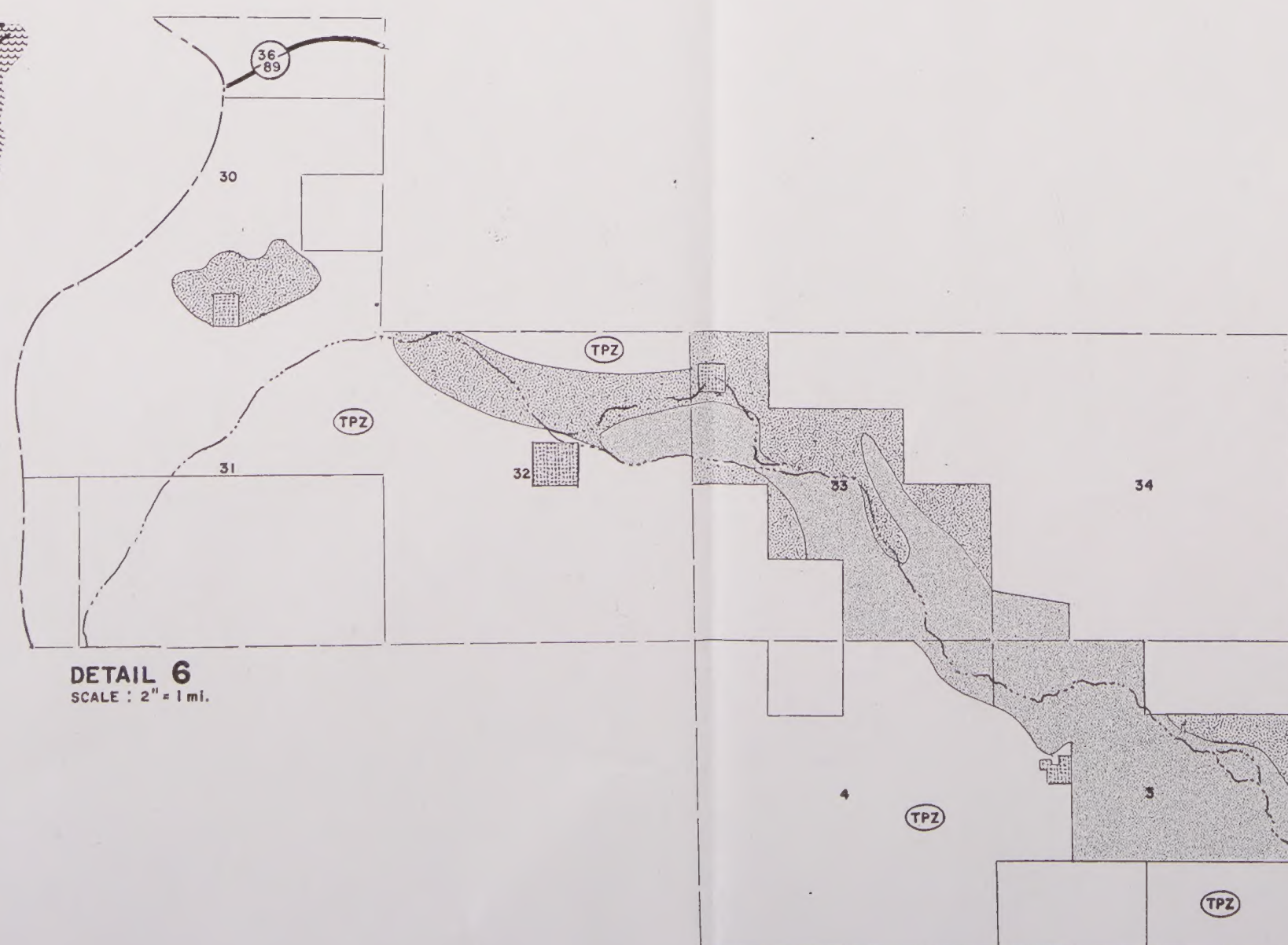
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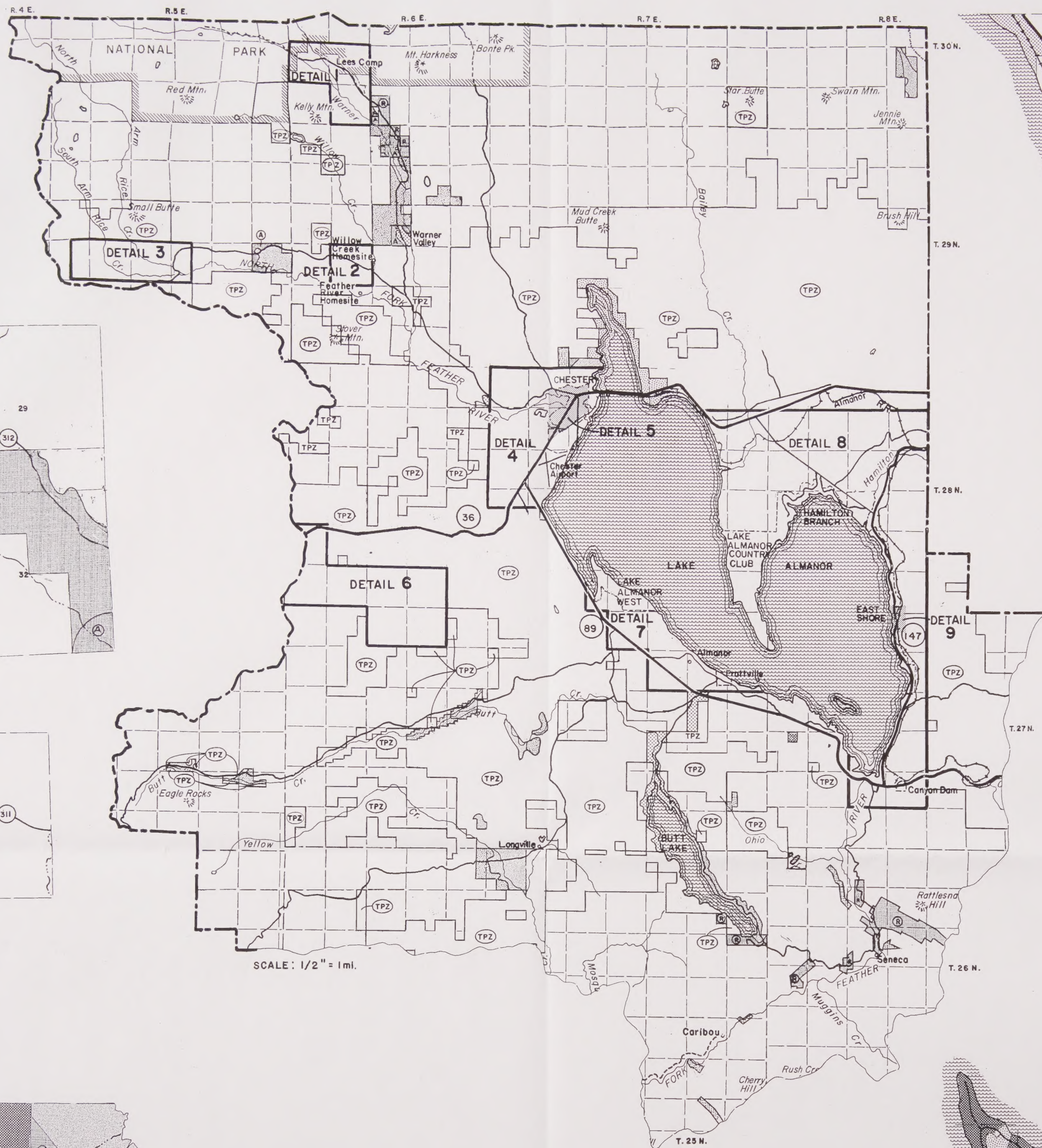
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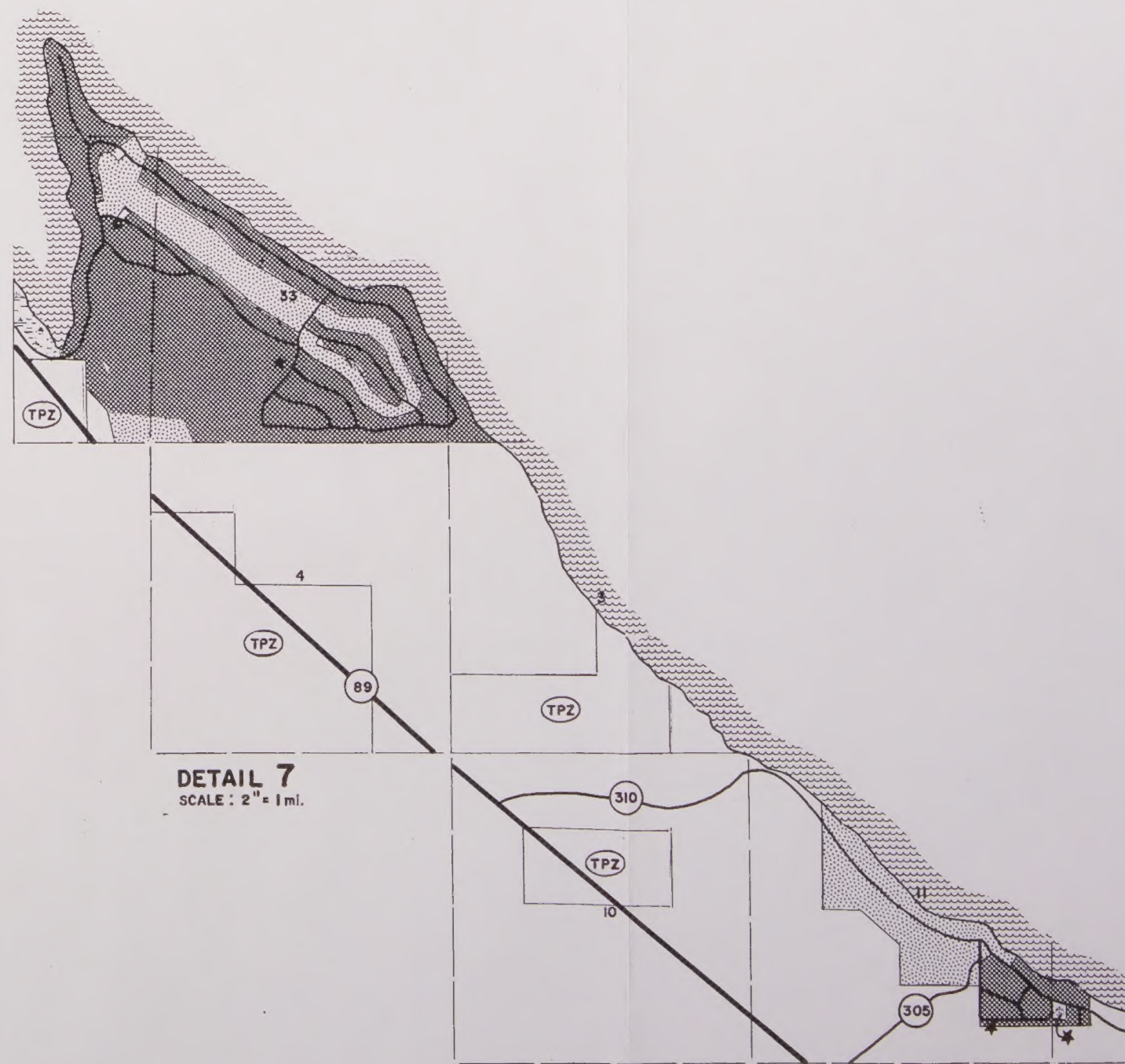
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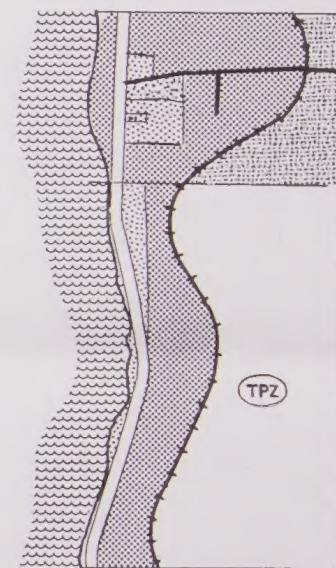
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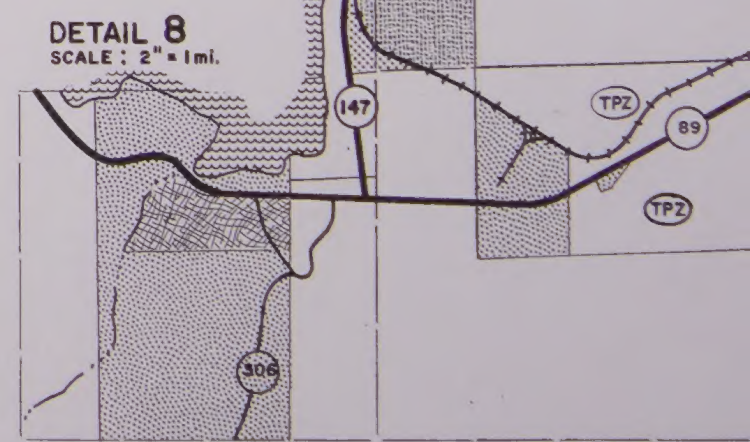
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DETAIL 7
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DETAIL 9
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DETAIL 8
SCALE: 2" = 1 mi.

AMERICAN VALLEY

LAND USE

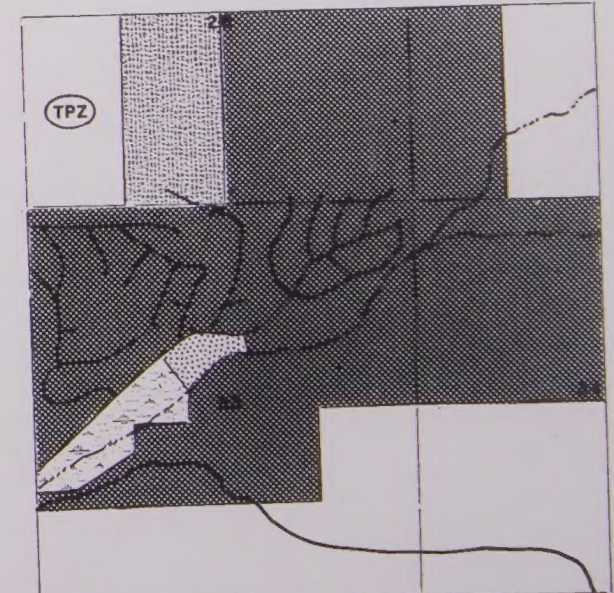
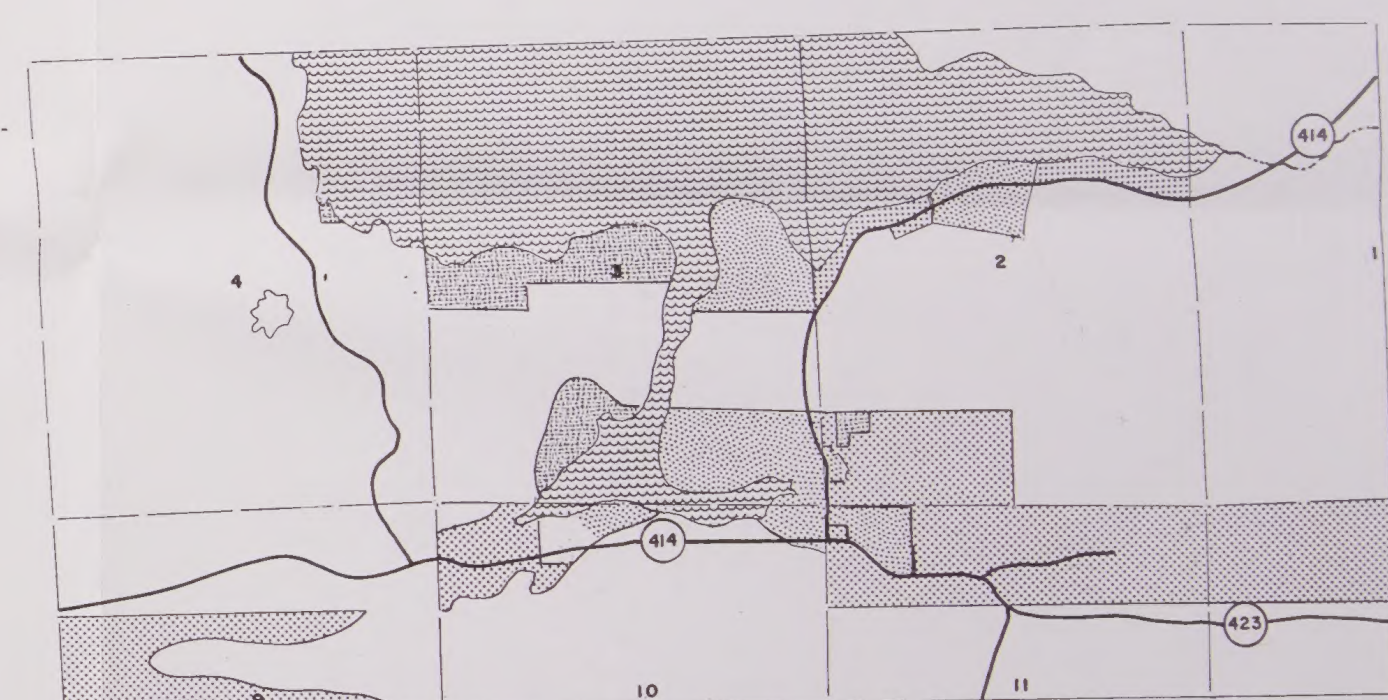
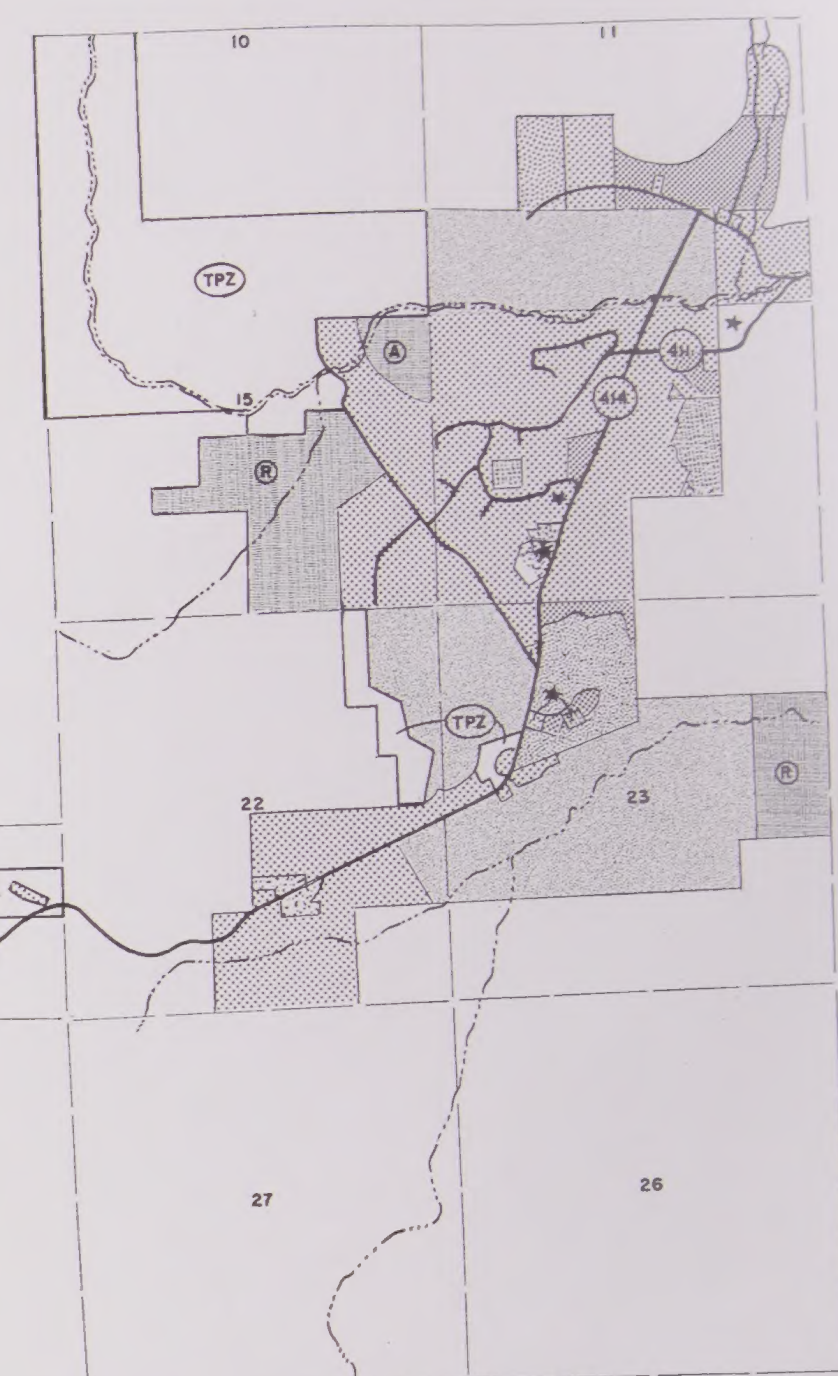
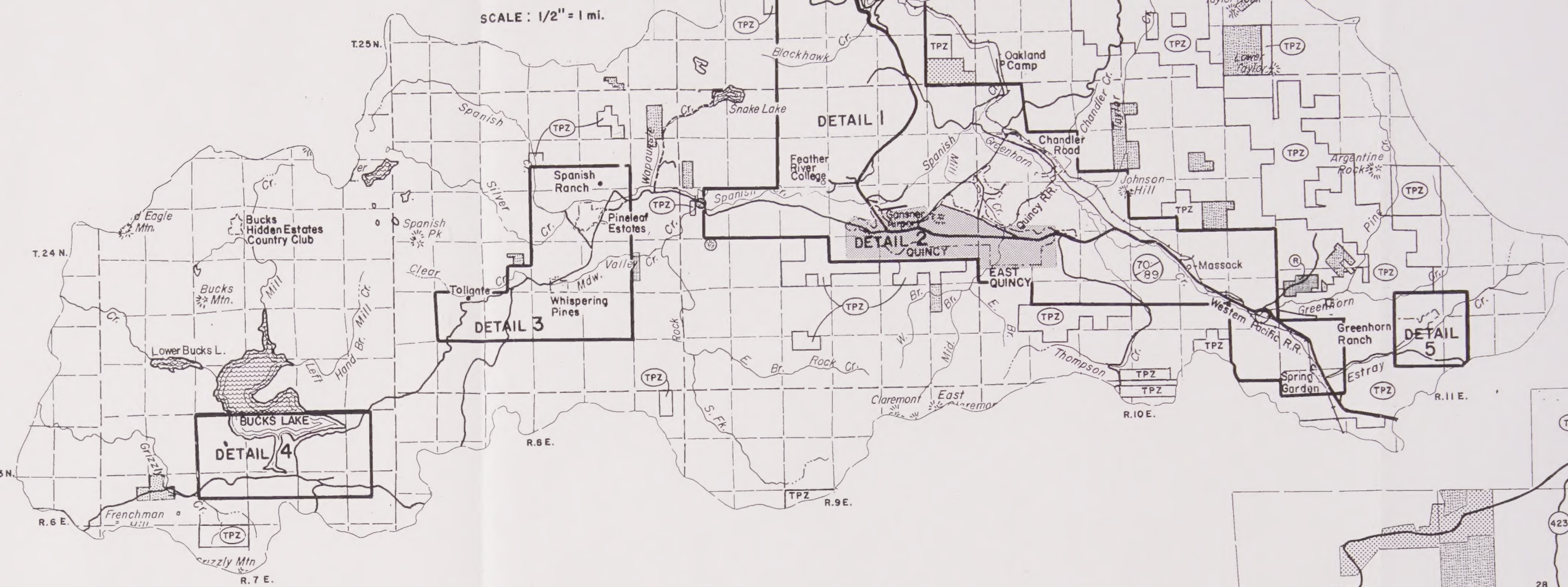
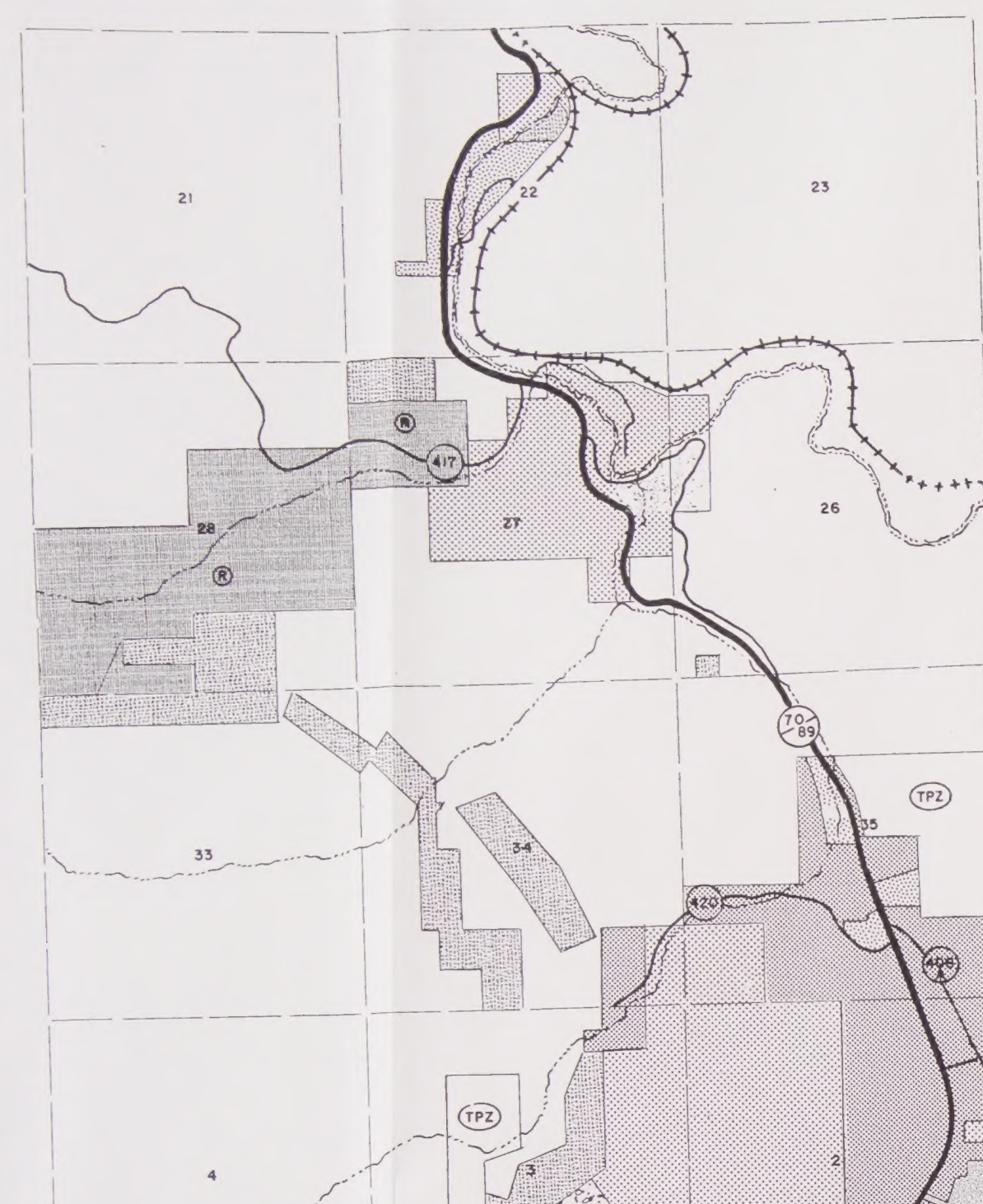
- RESIDENTIAL
 - MULTIPLE FAMILY
25.5 dwelling units per acre
 - SINGLE FAMILY
2, 3 or 7 dwelling units per acre
 - SUBURBAN
1 to 3 acres per dwelling unit
 - SECONDARY SUBURBAN
3 to 10 acres per dwelling unit
 - RURAL
10 to 20 acres per dwelling unit
 - RURAL
20 to 40 acres per dwelling unit
 - AGRICULTURAL BUFFER
 - PRIME EXPANSION
- LIMITED
20 acres per dwelling unit
- COMMERCIAL
 - CORE COMMERCIAL
 - PERIPHERY COMMERCIAL
 - CONVENIENCE COMMERCIAL
- INDUSTRIAL
 - PRIME INDUSTRIAL
 - LIMITED INDUSTRIAL
- RESOURCE PRODUCTION
 - AGRICULTURAL PRESERVE
 - IMPORTANT AGRICULTURE
 - IMPORTANT TIMBER
 - TPZ TIMBERLAND PRODUCTION ZONE
 - PRIME MINING
- RECREATION
- OPEN SPACE
- LAKE
- ★ PUBLIC BUILDINGS & GROUNDS

PLUMAS COUNTY GENERAL PLAN

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PLUMAS COUNTY PLANNING DEPARTMENT

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DATE				AMENDED			
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12-13-88	88-4327	2-1-94	94-5587				
4-18-89	89-4354	2-21-95	95-5746				



CANYON & MIDDLE FORK

LAND USE

- RESIDENTIAL**
 - MULTIPLE FAMILY
21.6 dwelling units per acre
 - SINGLE FAMILY
2, 3 or 7 dwelling units per acre
 - SUBURBAN
1 to 3 acres per dwelling unit
 - SECONDARY SUBURBAN
3 to 10 acres per dwelling unit
 - RURAL
10 to 20 acres per dwelling unit
 - RURAL
A AGRICULTURAL BUFFER
 - P PRIME EXPANSION
 - LIMITED
20 acres per dwelling unit
- COMMERCIAL**
 - CORE COMMERCIAL
 - PERIPHERY COMMERCIAL
 - CONVENIENCE COMMERCIAL
- INDUSTRIAL**
 - PRIME INDUSTRIAL
 - LIMITED INDUSTRIAL
- RESOURCE PRODUCTION**
 - AGRICULTURAL PRESERVE
 - IMPORTANT AGRICULTURE
 - IMPORTANT TIMBER
 - TP2 TIMBERLAND PRODUCTION ZONE
 - PRIME MINING
- RECREATION**
- OPEN SPACE**
- LAKE**
- ★ PUBLIC BUILDINGS & GROUNDS

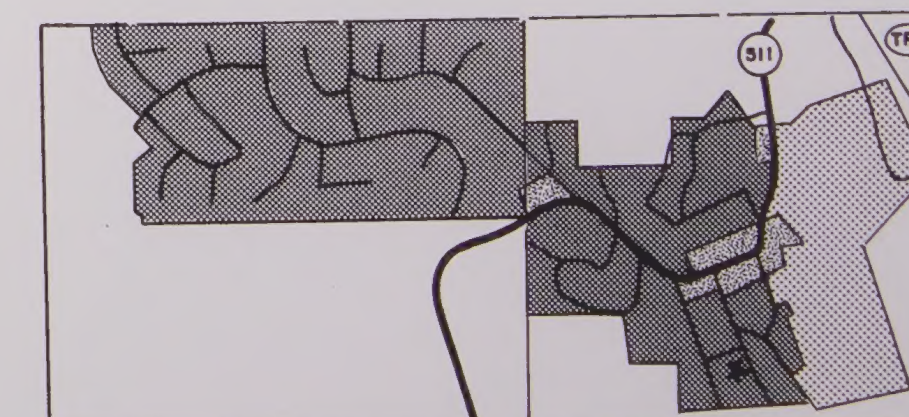
PLUMAS COUNTY GENERAL PLAN

PLUMAS COUNTY PLANNING DEPARTMENT

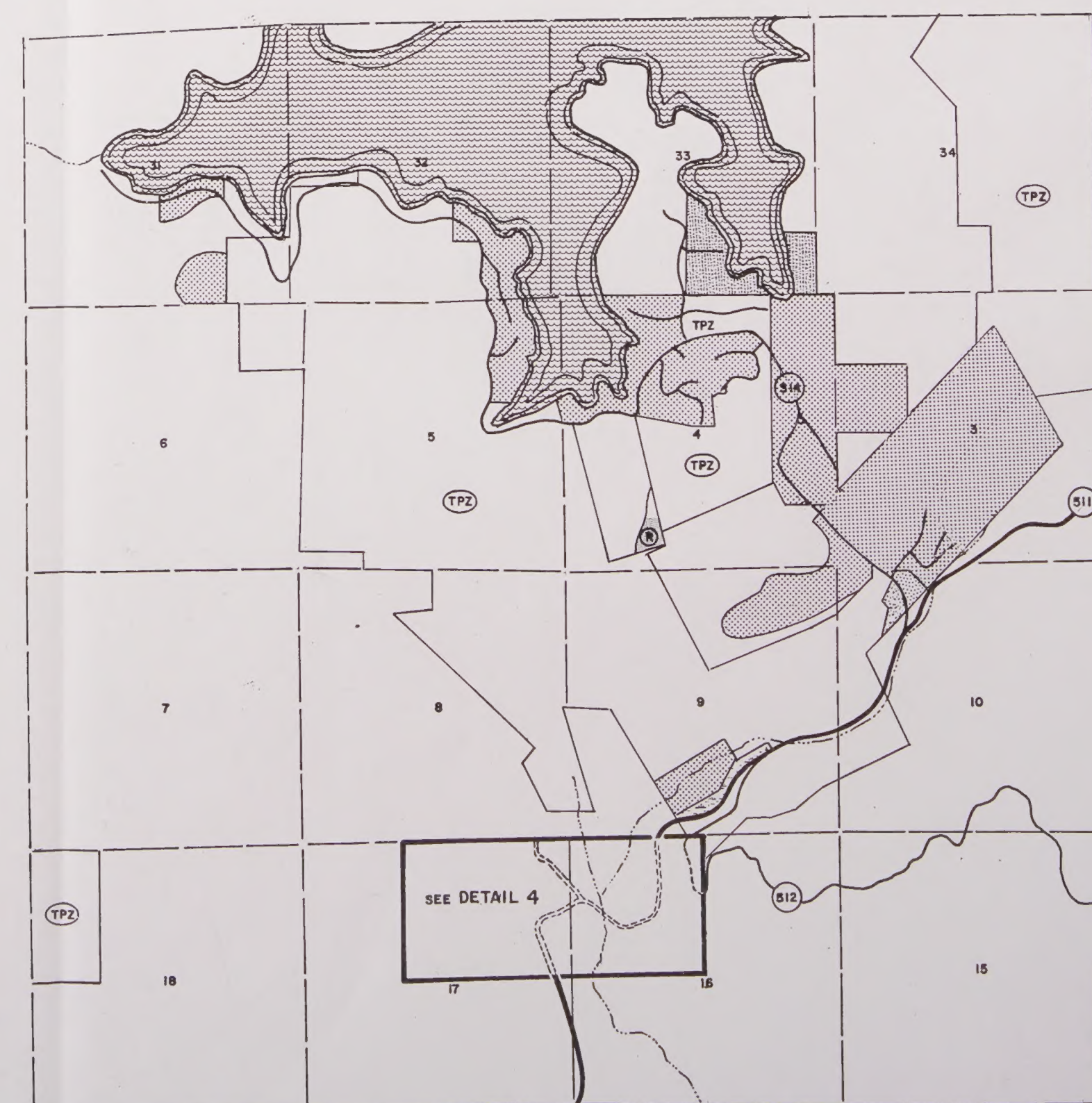
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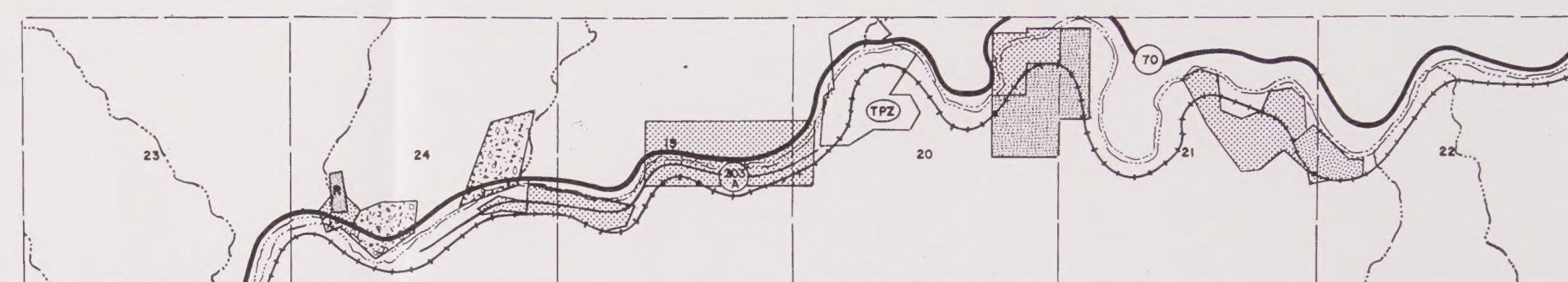
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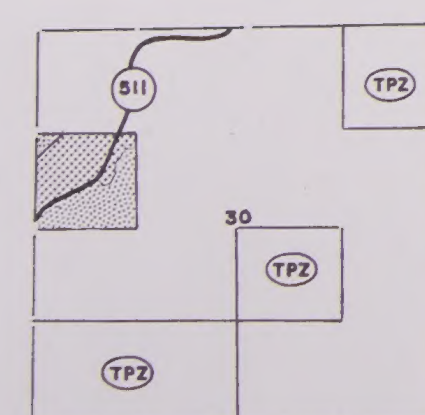
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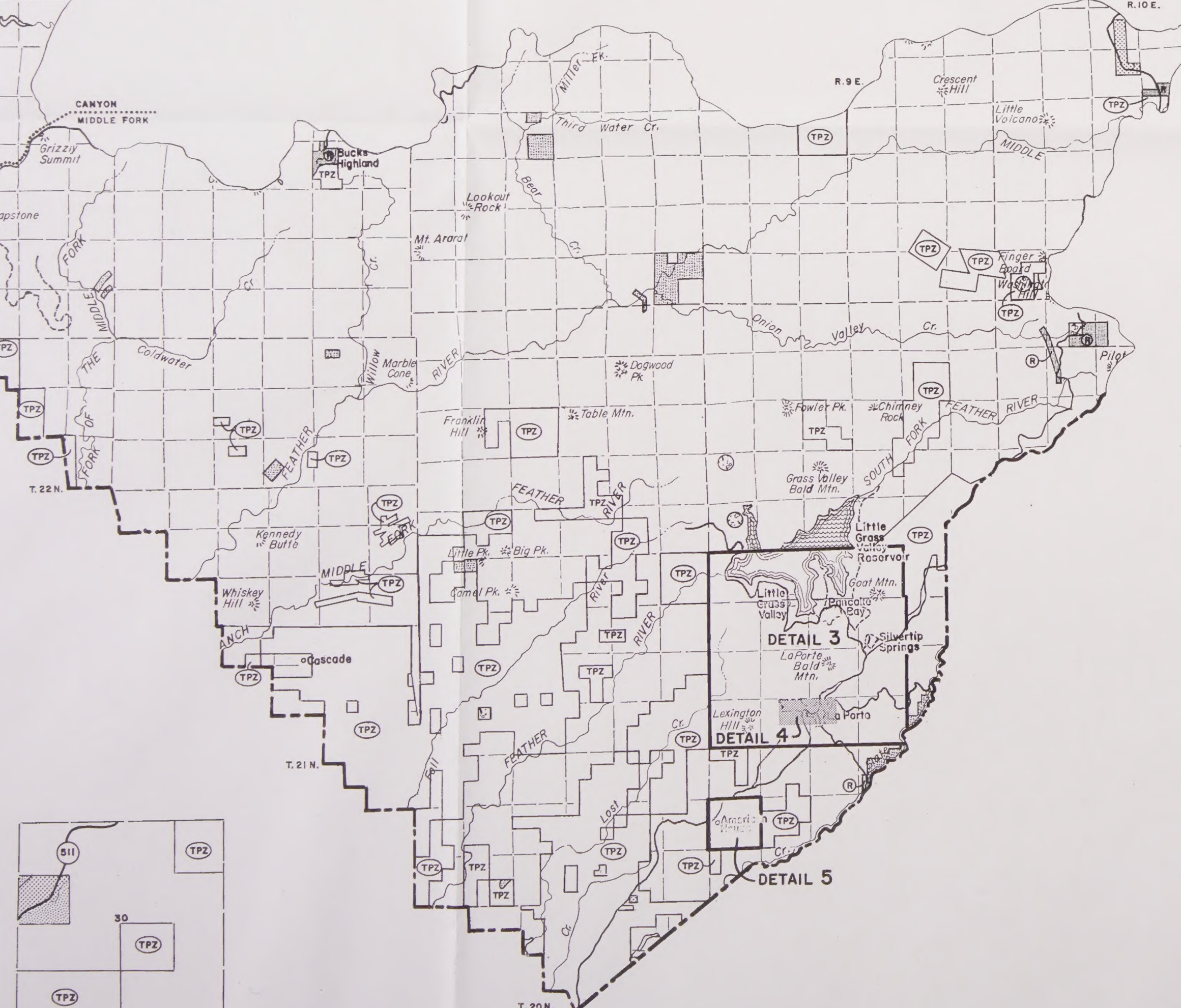
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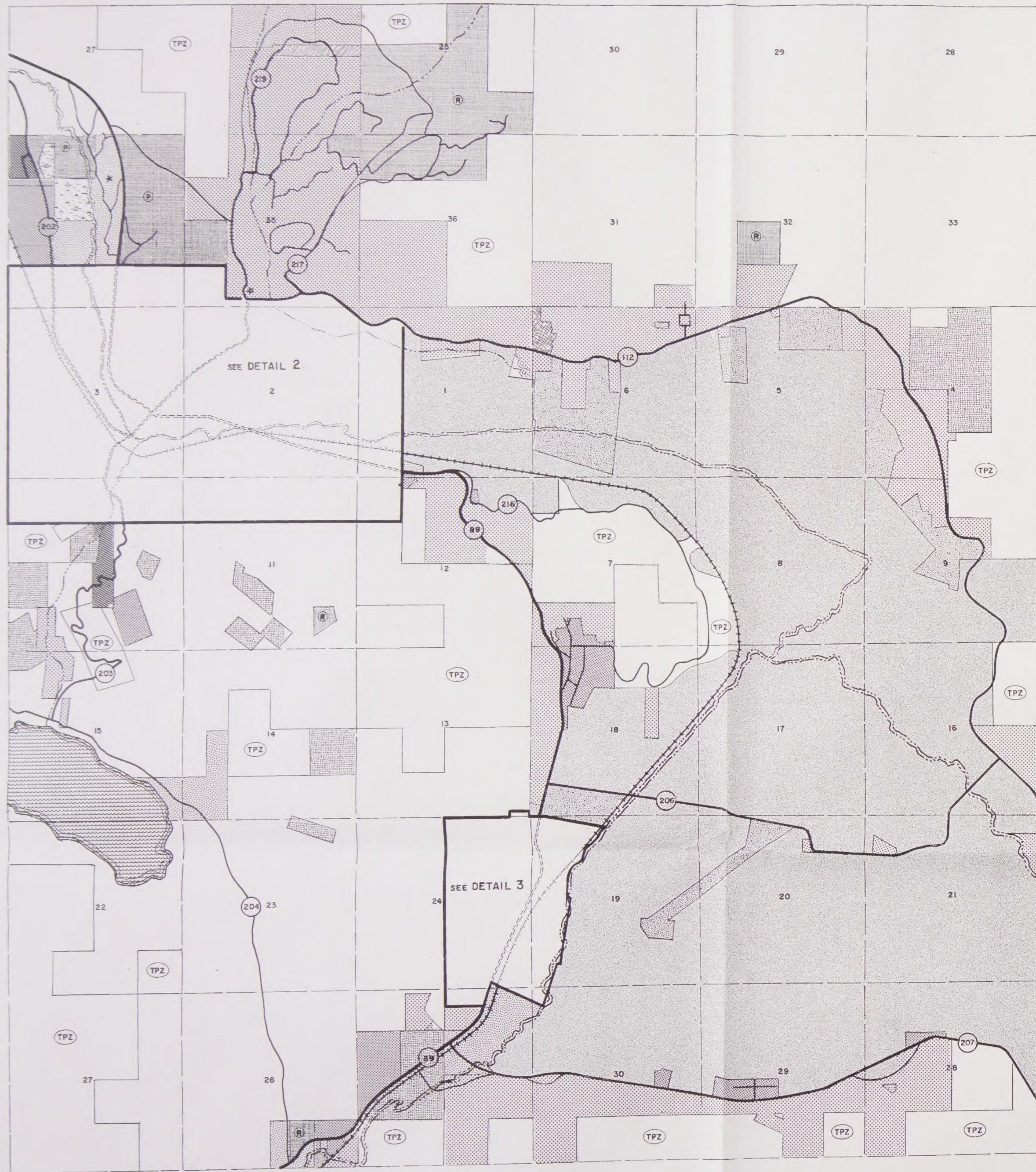


SCALE: 1/2" = 1 mi.



DETAIL 5
SCALE: 2" = 1 mi.





INDIAN VALLEY

LAND USE

- RESIDENTIAL**
 - MULTIPLE FAMILY
2.5 dwelling units per acre
 - SINGLE FAMILY
2.5 or 7 dwelling units per acre
 - SUBURBAN
1 to 3 acres per dwelling unit
 - SECONDARY SUBURBAN
3 to 10 acres per dwelling unit
 - RURAL
10 to 20 acres per dwelling unit
 - R (RURAL)
 - A (AGRICULTURAL BUFFER)
 - P (PRIME EXPANSION)
 - LIMITED
20 acres per dwelling unit
- COMMERCIAL**
 - CORE COMMERCIAL
 - PERIPHERY COMMERCIAL
 - CONVENIENCE COMMERCIAL
- INDUSTRIAL**
 - PRIME INDUSTRIAL
 - LIMITED INDUSTRIAL
- RESOURCE PRODUCTION**
 - AGRICULTURAL PRESERVE
 - IMPORTANT AGRICULTURE
 - IMPORTANT TIMBER
 - TPZ (TIMBERLAND PRODUCTION ZONE)
 - PRIME MINING
 - RECREATION
 - OPEN SPACE
 - LAKE
 - ★ PUBLIC BUILDINGS & GROUNDS

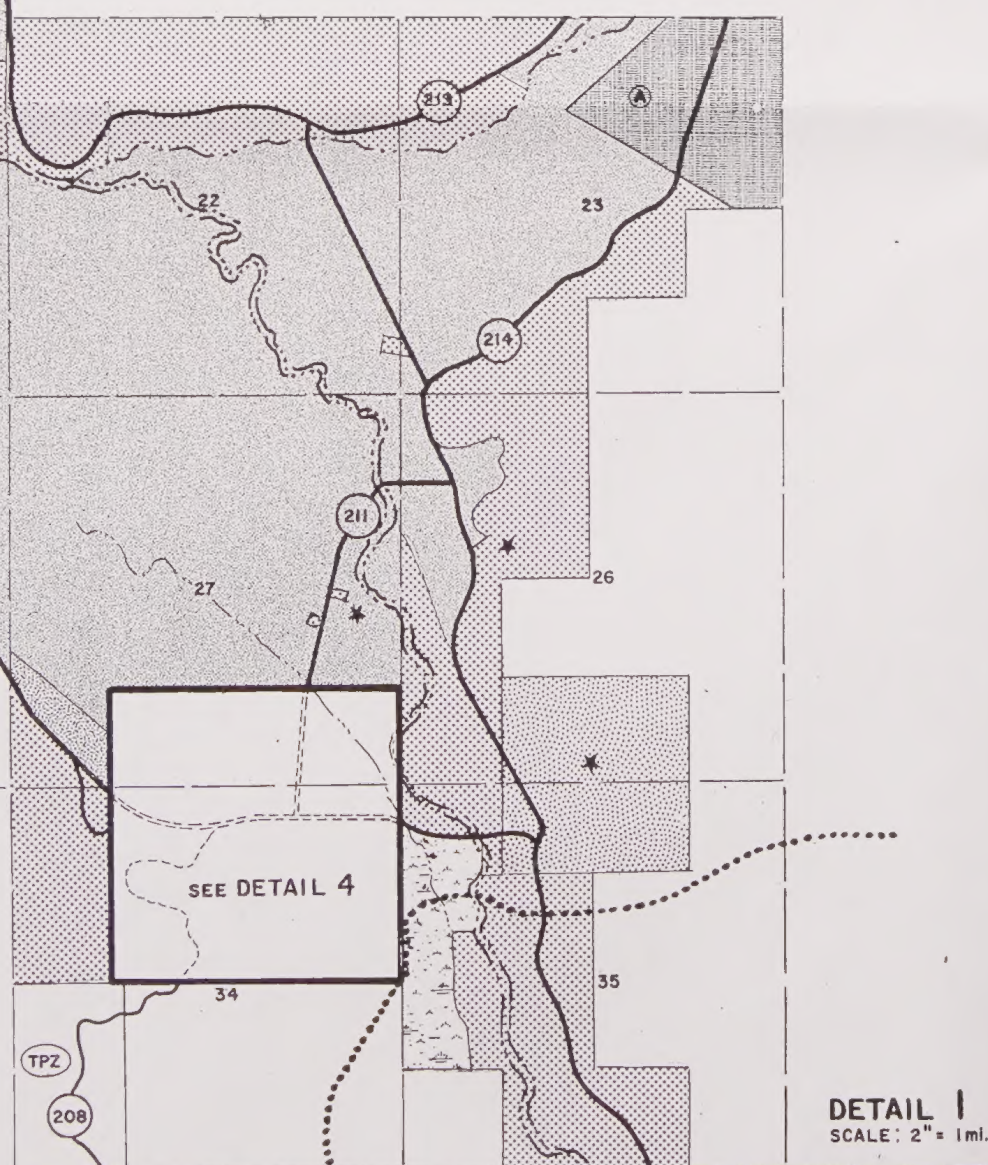
PLUMAS COUNTY GENERAL PLAN

GENESEE VALLEY
SPECIAL
MANAGEMENT
AREA

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purposes only. Official maps,
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boundaries, are on file in
the County Planning
Department.

PLUMAS COUNTY PLANNING DEPARTMENT

ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3668							
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12-3-91	91-5246						



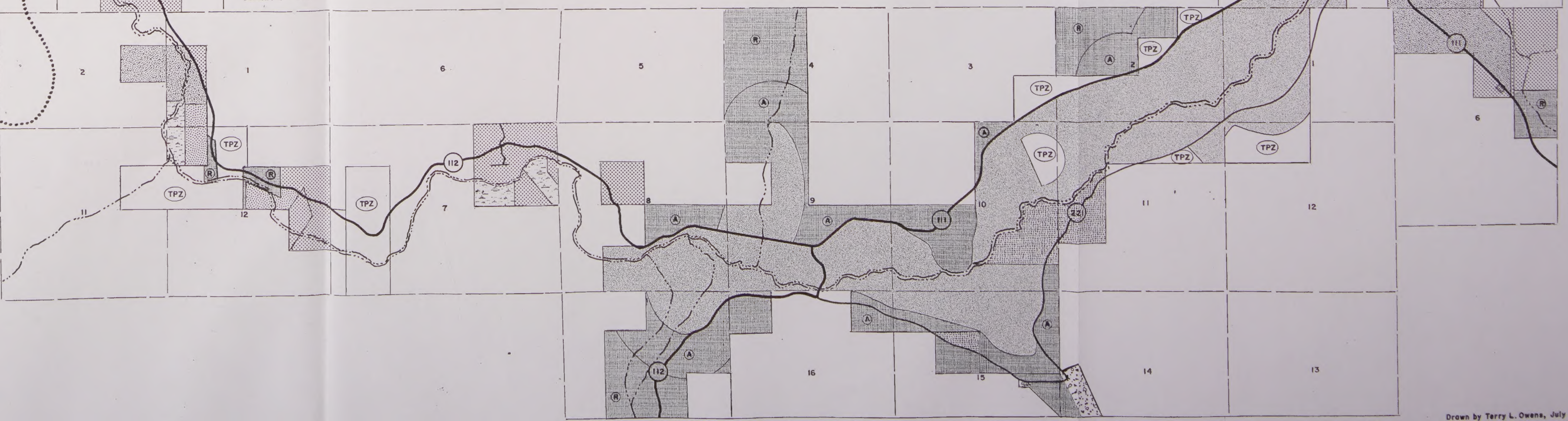
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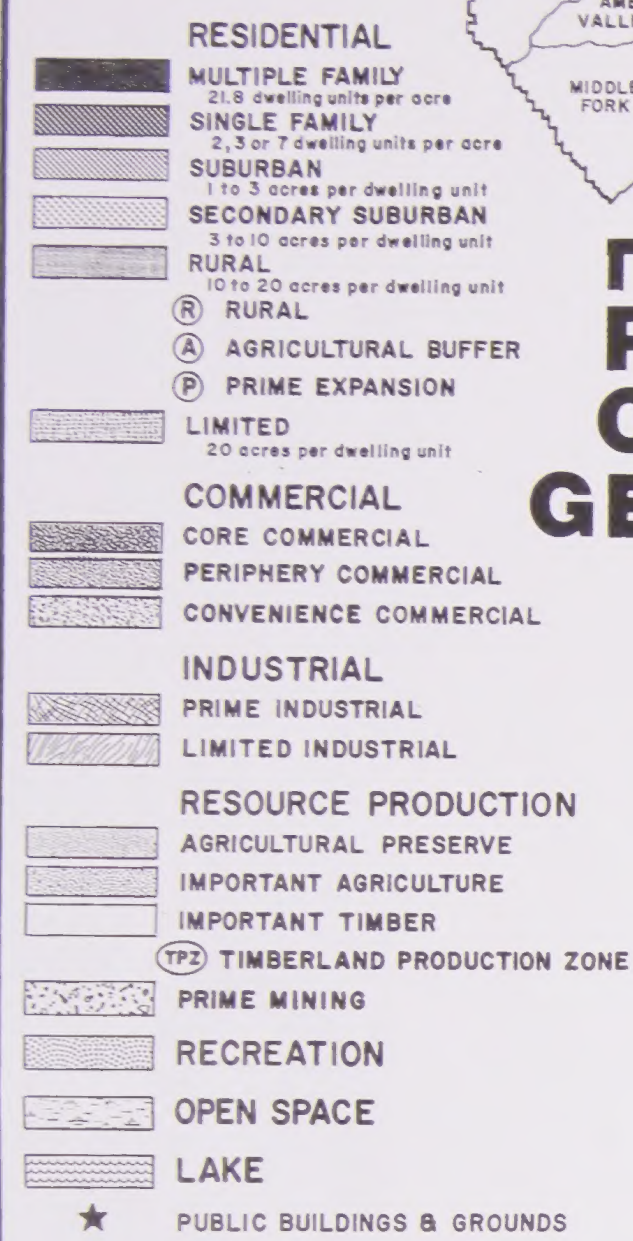
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LAND USE

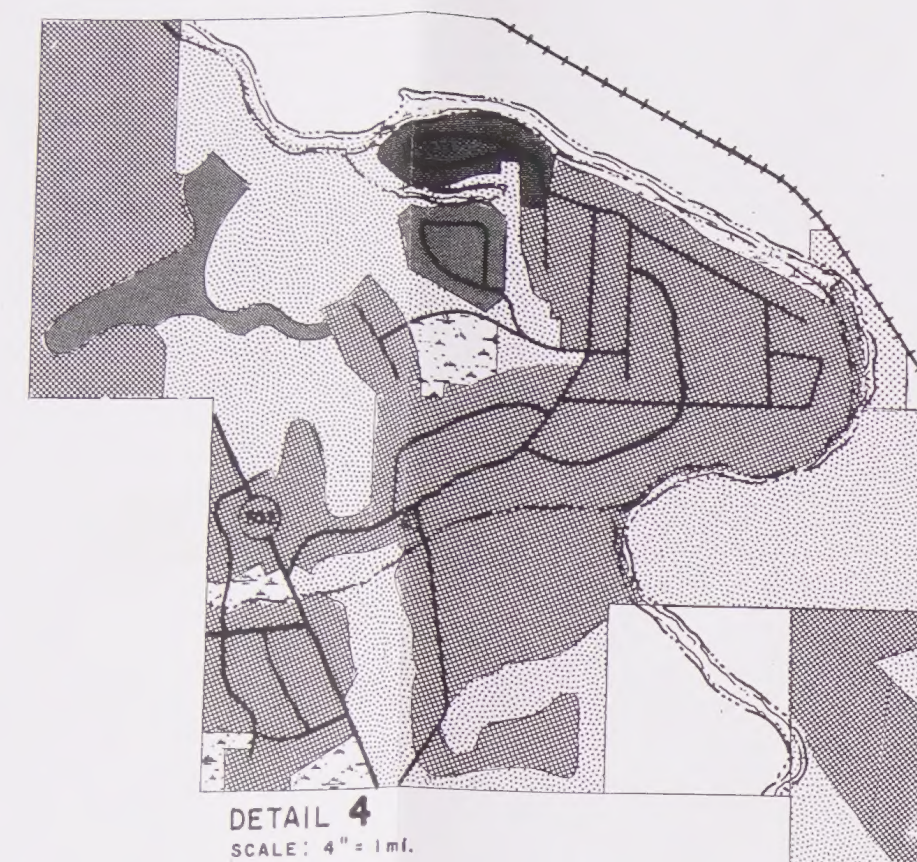


PLUMAS COUNTY GENERAL PLAN

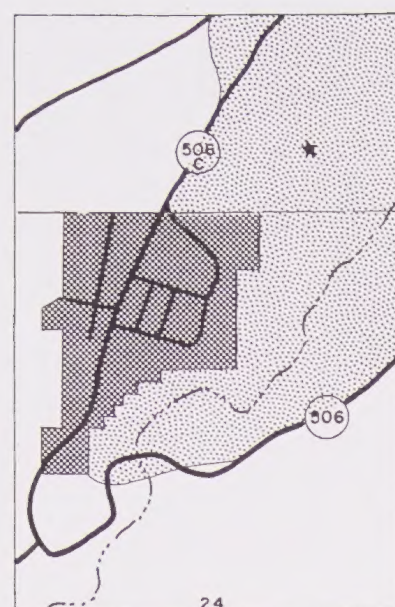
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PLUMAS COUNTY PLANNING DEPARTMENT

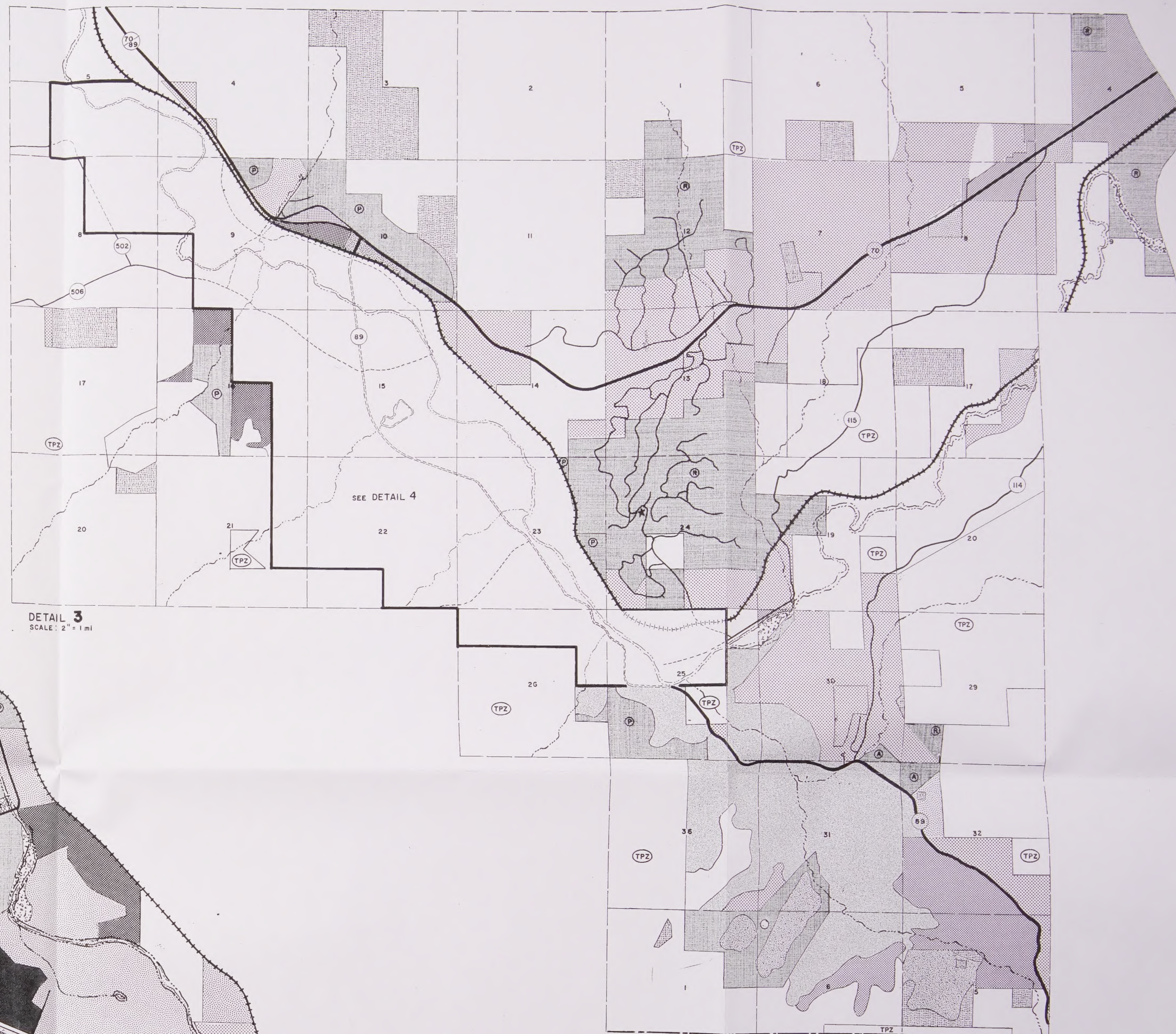
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4-7-87	87-4123		9-1-92	92-5353				
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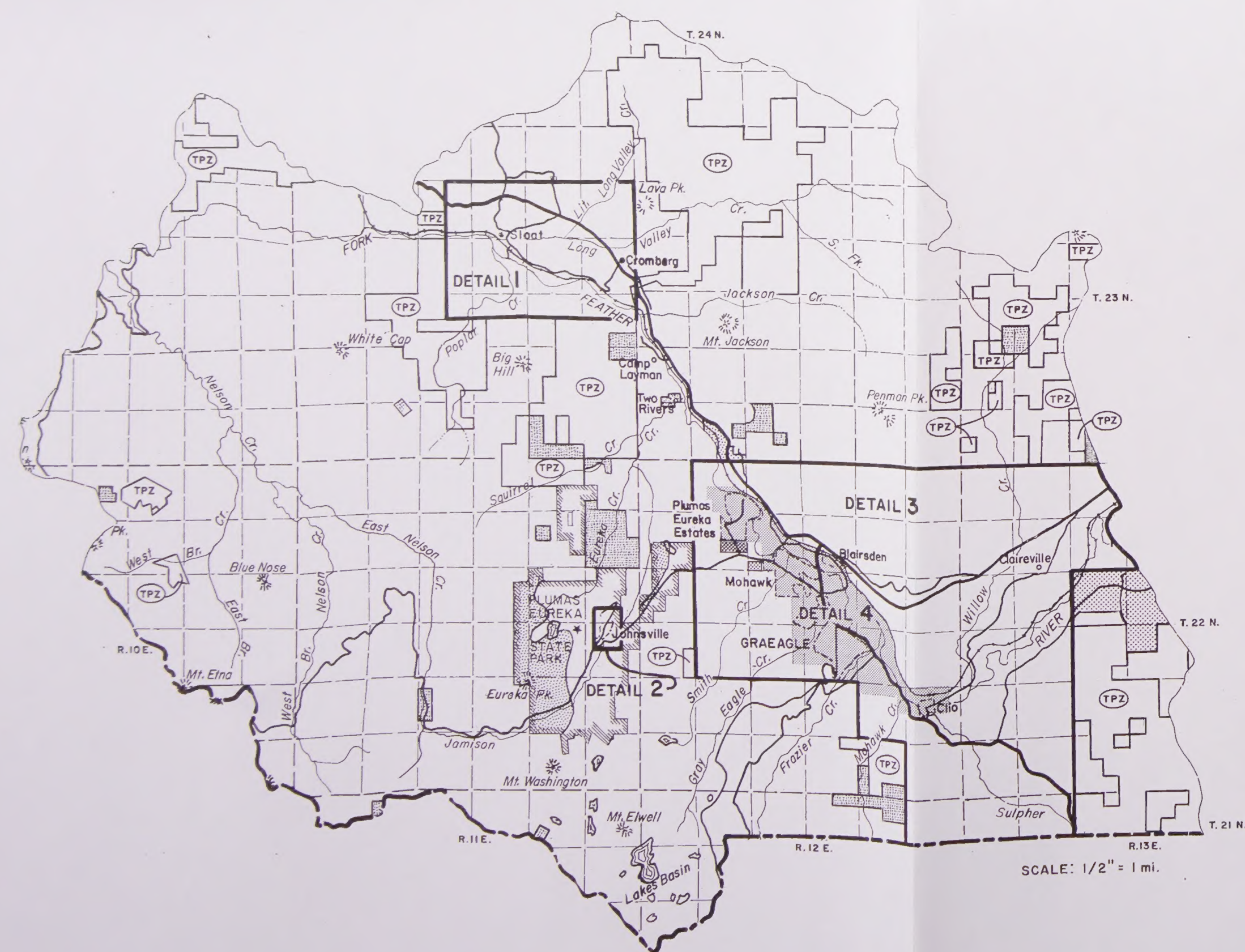
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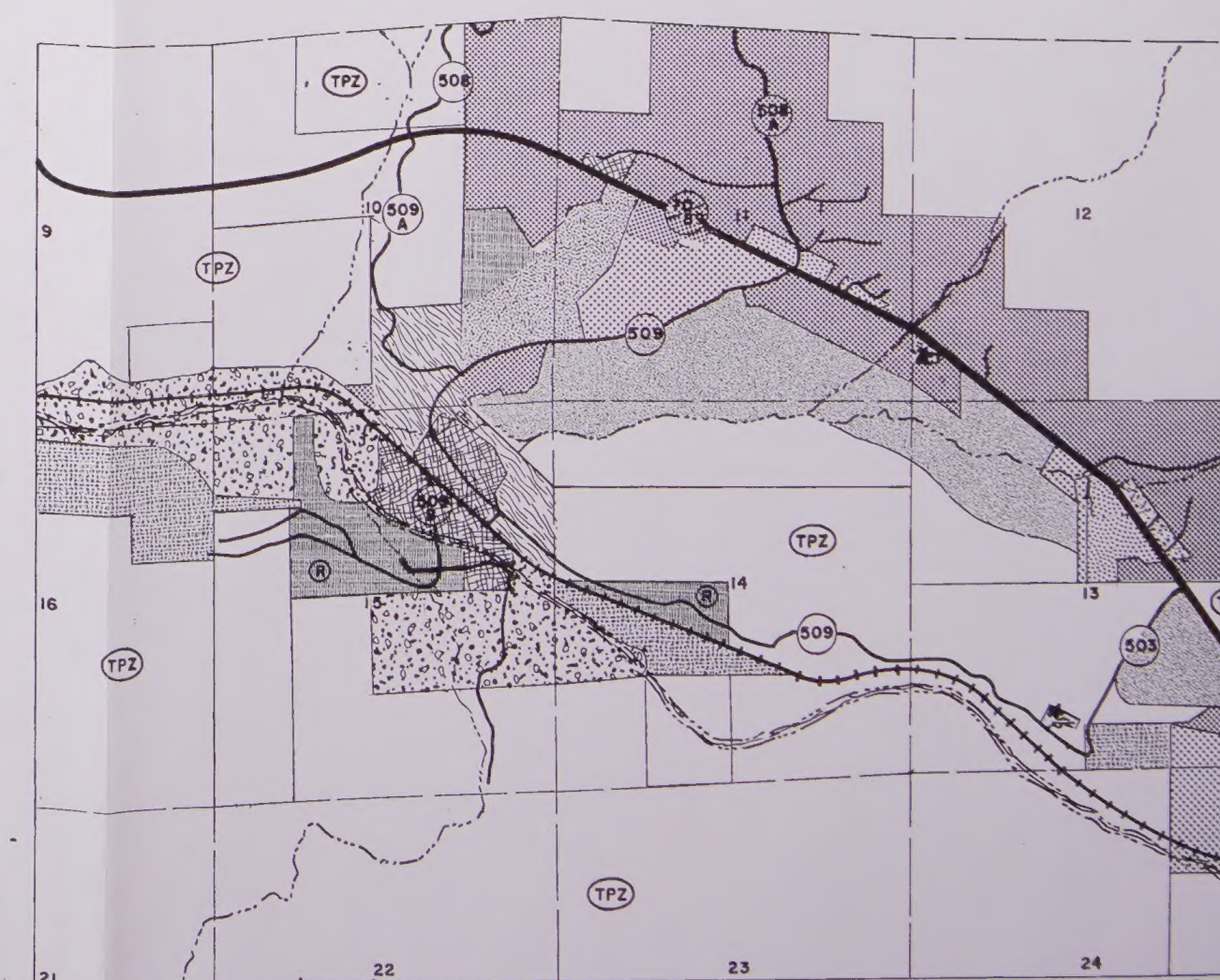
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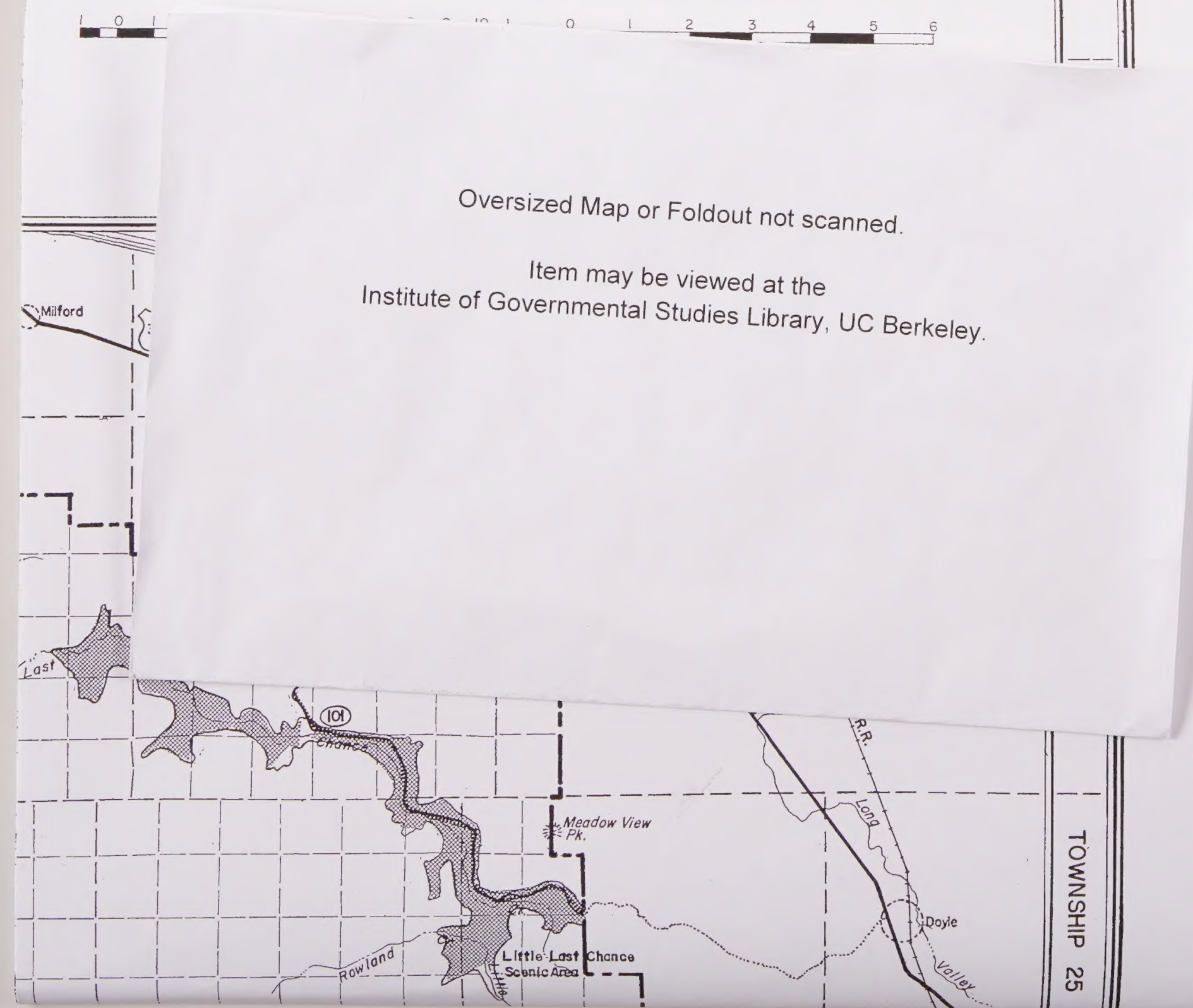
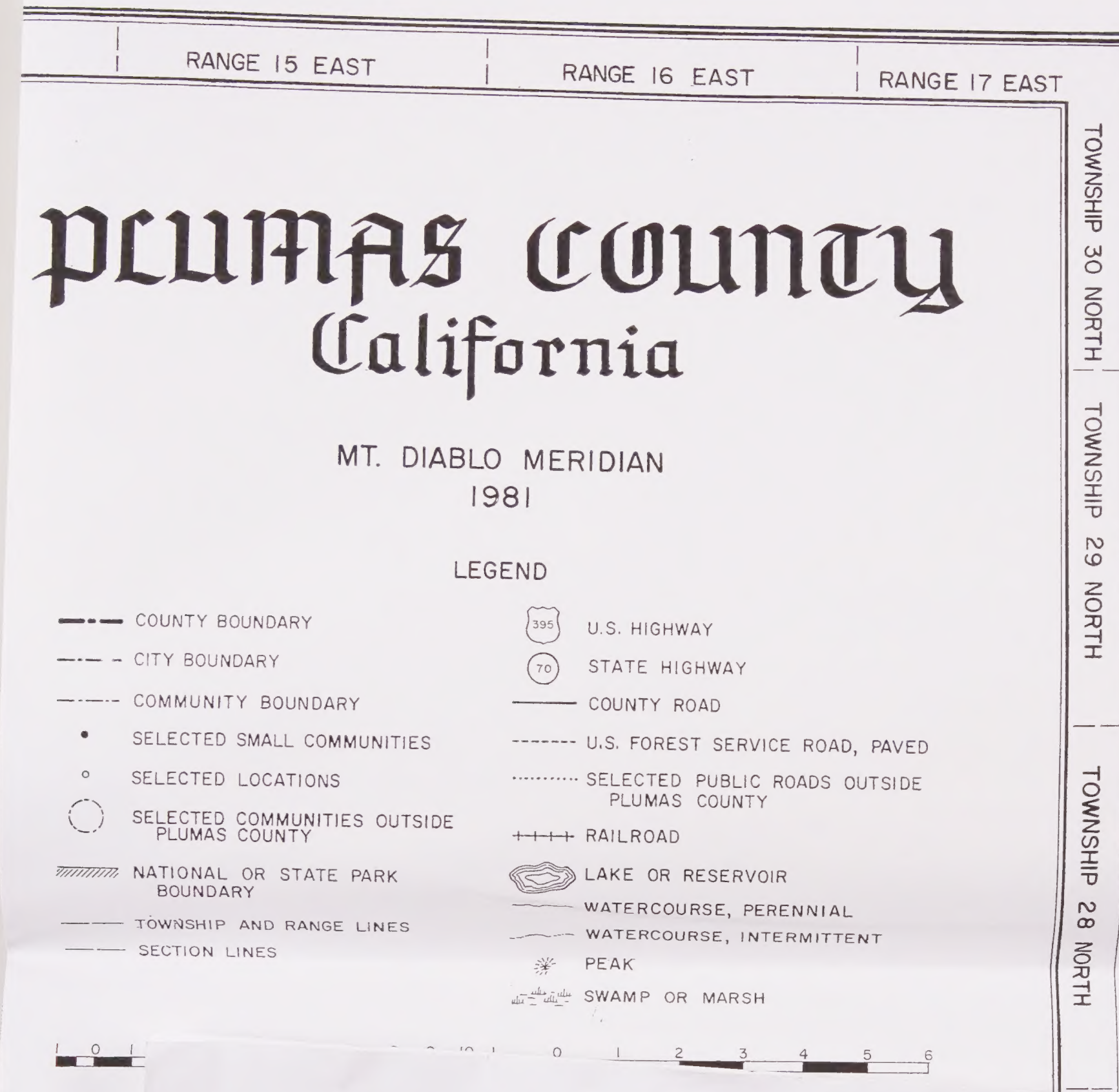
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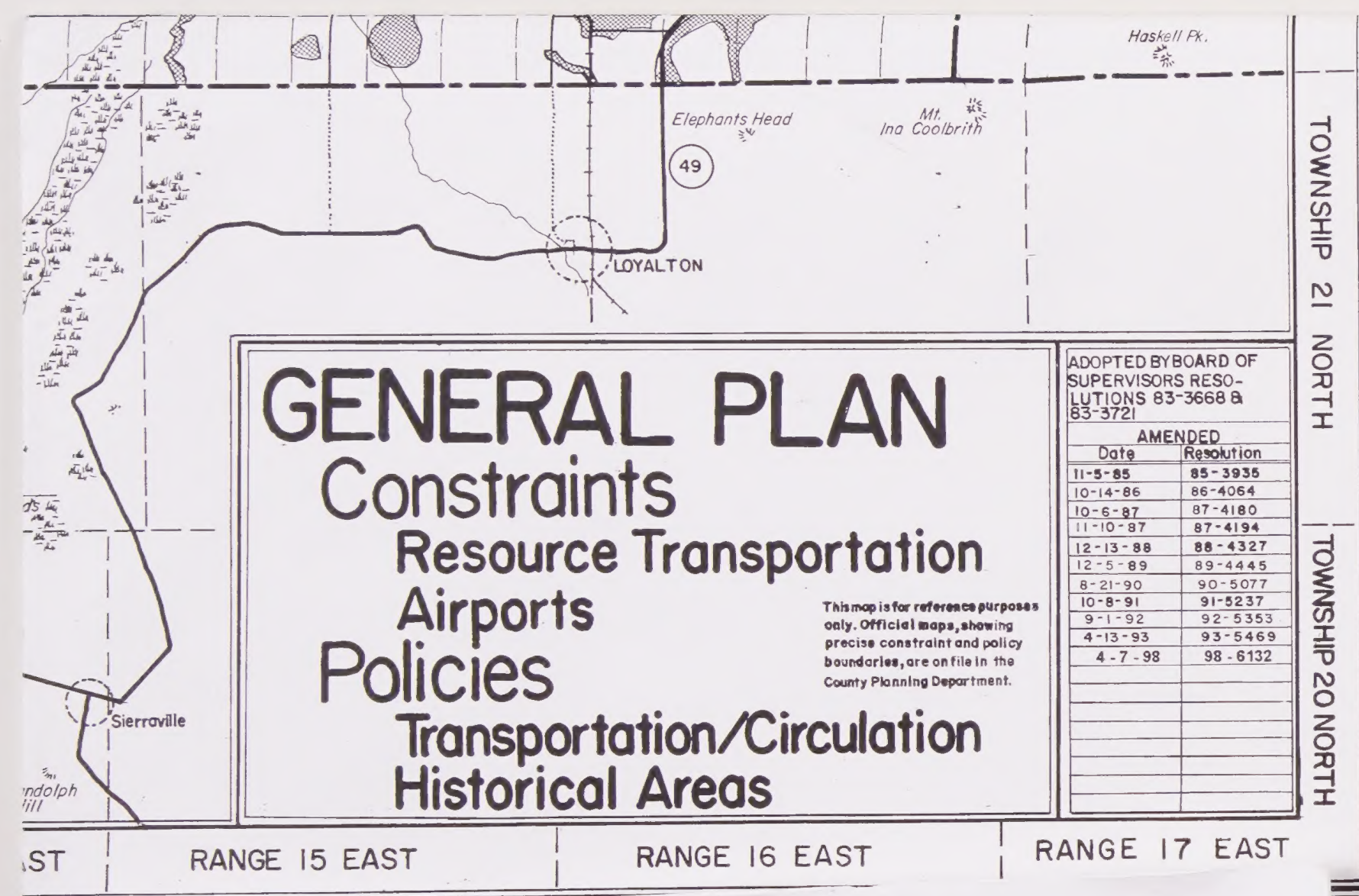


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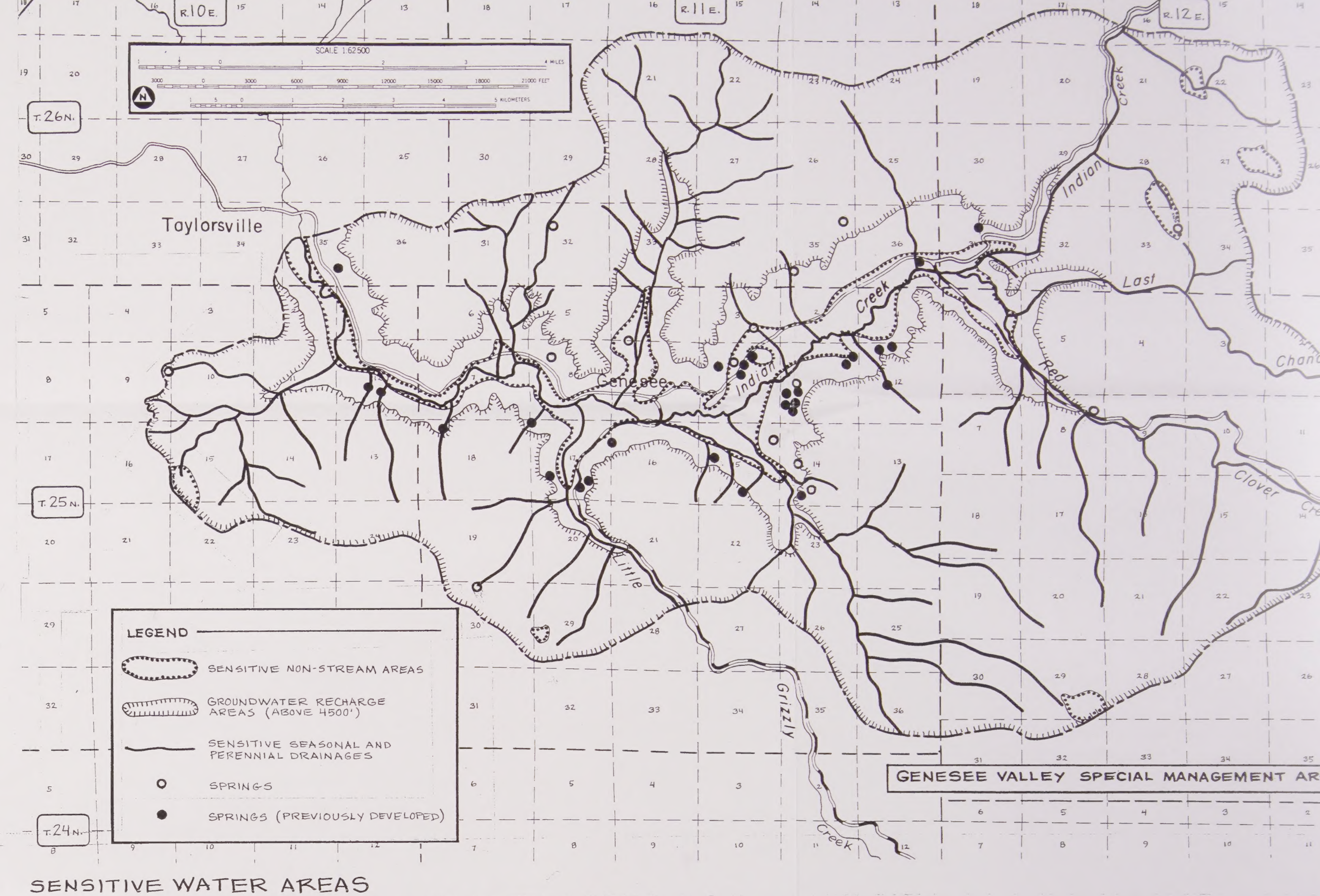
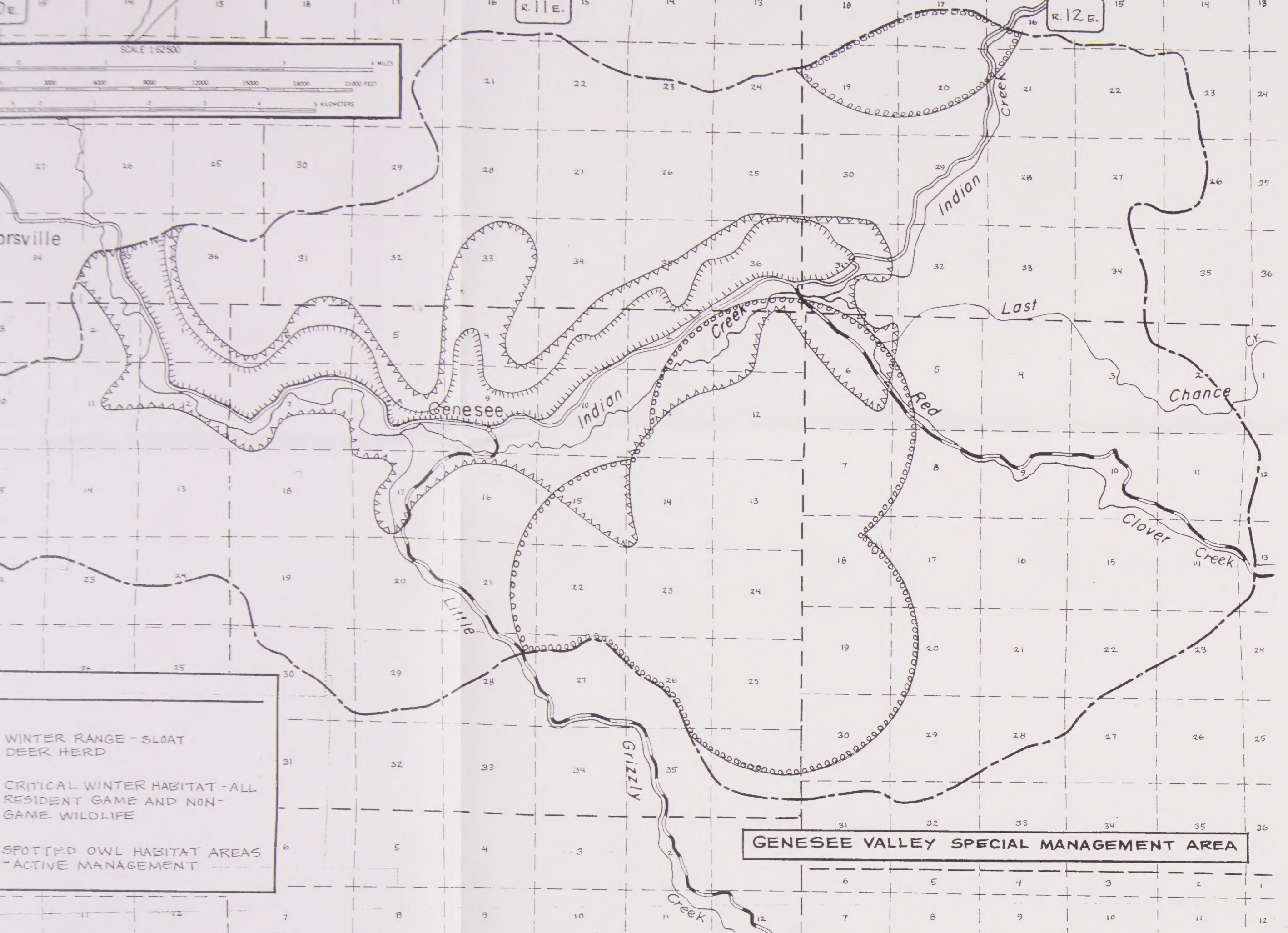
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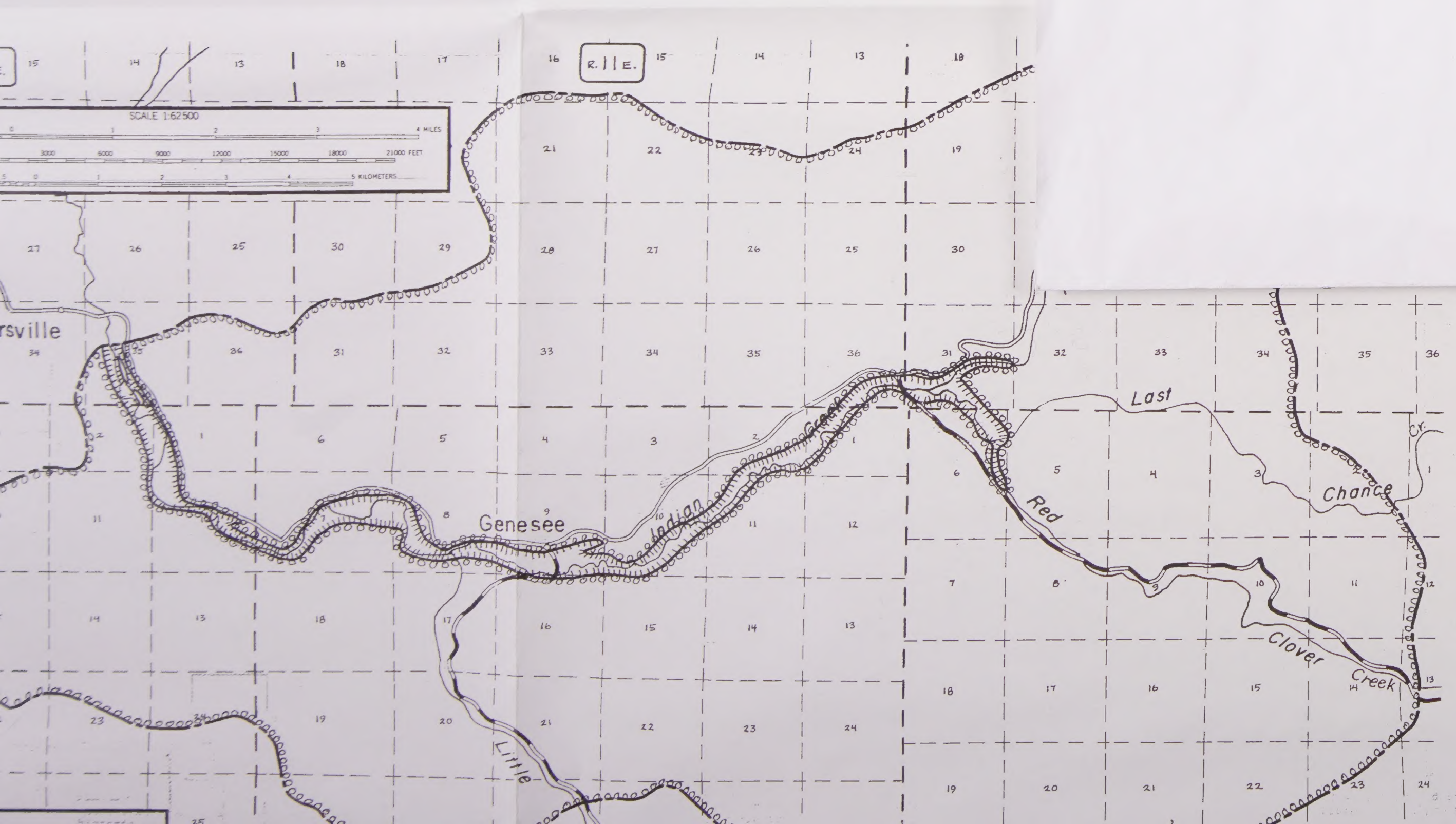
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